council on environmental quality

102 monitor

environmental impact statements

Volume 6, No. 12
January, 1977

PLANNING BY ACCIDENT: THE LAND--USE IMPACTS OF INFRASTRUCTURE INVESTMENTS

Chairman John Busterud, in a speech before the Department of Civil Engineering, Stanford University, asserted that "the careful location, design, and construction of infrastructure -- that whole network of public facilities necessary to, or conducive to, local development -- can help achieve well-organized, environmentally sound urban growth". The text of the speech is reprinted beginning on page 3.

SUBDIVIDING RURAL AMERICA: IMPACTS OF RECREATIONAL LOT AND SECOND HOME DEVELOPMENT

The full report is now available from the Government Printing Office. Turn to page 19.

A RECOMMENDED AIR POLLUTION INDEX is now available from the Government Printing Office. Turn to page 19.

CONTENTS

PLANNING BY ACCIDENT	3
SUBDIVIDING RURAL AMERICA notice	19
RECOMMENDED AIR POLLUTION INDEX notice	19
State-County Index of EISs Filed with CEQ During December, 1976	20
Agency Index of EISs Filed with CEQ During December, 1976	26
Statements Filed During December, 1976	30
Cummulative Summary	75
EPA Listings	76
Subscription Information	97

Remarks by John A. Busterud, Chairman
President's Council on Environmental Quality
Washington, D. C.

Urban Planning Lecture Series
Dept. of Civil Engineering
Stanford University
Stanford, California
Tuesday, Jan. 11, 1977, 7:30 PM

PLANNING BY ACCIDENT

The Land-Use Impacts of Infrastructure Investments

It is always pleasant for me to be able to return to California to indulge a personal look at some environmental projects in which I have a special interest. Before I left for Washington, for example, I was deeply involved -- both as a member of Headlands, Inc., and of People for a Golden Gate National Recreation Area -- in the formation of that Park, and I have monitored its progress ever since.

Beyond this personal interest, however, and the fact that this is my home state, California is of special interest to environmentalists generally. Partly because of its climate, partly because of its rapid growth, and partly because of its diverse geography, industry, and agriculture, California perhaps has a greater range of environmental problems than any other state in the Union. It has also, I believe, attacked those problems more vigorously -- not only through the executive and legislative branches of government, but also through volunteer organizations formed by California citizens.

In the Bay Area, for example, sparked by a major citizen campaign to Save the Bay, the San Francisco Bay Conservation and Development Commission became an official state agency in 1969, after it became apparent that indiscriminate filling was shrinking the Bay surface. Furthermore, pollution from sewage and municipal and industrial waste threatened to spoil its magnificent character. Now the BCDC controls by permit all man-made construction or alteration on or within 100 feet of the shore. The San Francisco Bay Plan establishes the framework of policies and planning within which the permit system operates. And the recently passed California Coastal Zone Management Plan promises to protect coastal resources from overdevelopment.

I think you will agree that my topic for the evening -- "The Land-Use Impacts of Infrastructure Investments" -- is about as deadly-sounding a subject as one can imagine. Hence I want to begin by thanking you for mustering the courage to come here anyhow. And by way of easing into the subject with a minimum of pain, let me tell you a tale of three communities and their school buses.

The three are all bedroom suburbs of Washington, D.C., across the Potomac in Virginia. The closest in is Arlington County, home of the Arlington National Cemetery and the Tomb of the Unknown Soldier. Depending on the time of day and which bridge you take, you can drive from the White House to Arlington in five to 25 minutes. Somewhat further out -- about six miles, according to the road-signs, though it always seems more -- is Falls Church, a small community named for a church in which George Washington used to worship. Finally, touching on the borders of both Arlington County and Falls Church is the large, sprawling county of Fairfax. At the end of World War II, much of the county was rural, and a substantial part of it is still rambling country-side. Within its borders, for example, is the Bull Run battle-ground, looking much today as it did when Federal and Confederate troops contended for it more than a century ago.

Each of these communities has shared in the population expansion brought on by the expansion of government in Washington since 1945 -- though at different times and with markedly different consequences. And one simple index to the consequences of different types of development is the number of school buses each community maintains to transport its schools. Falls Church, with a comparatively miniscule elementary and secondary enrollment of 1519 students in 1975, had an appropriately small fleet of buses: only three, or one bus for every 506 students. Arlington, with a much larger enrollment of 20,027 students in 1975, had 76 buses -- one for every 264 students. And Fairfax, with the largest enrollment of all -- 136,944 -- had 757 school buses; that's one for every 181 students.

There is admittedly some "noise" in these statistics, some subtleties that complicate a straightforward, bus-for-bus and student-for-student comparison of these figures. Arlington, for example, has a small number of mini-buses that are less expensive to buy and operate than its 66-passenger models. And one might suppose that, with its immense fleet, Fairfax wields a purchasing power that enables it to win lower prices on buses, and in other ways to achieve economies of scale.

But even after discounting for these factors, the essential point that emerges from these figures remains valid: the residents of Fairfax County have invested substantially more per student -- on the order of 280 percent -- to get their youngsters to school than have the residents of Falls Church. Considering all the expenses of operating a large fleet of school buses -- fuel, maintenance, insurance, recruiting, training, and hiring drivers -- the annual costs go far beyond the initial purchase price of a vehicle.

The basic reason for this disparity is, of course, compactness of development. Broadly stated, this might be described as the number of human beings for whom you provide living or working space per unit of land.

I do not mean to suggest that high-rise, high-density housing is the ideal way for human beings to live, or that the detached, single-family residence on a half-acre of land is an unconscionable waste of resources. What I do want to stress is that different patterns of development have varying costs: that many of these costs -- for water, for sewage treatment, for police and fire protection -- are borne by the public, not by private developers; and that public officials, including mayors as well as planners, should be aware of hidden extras when sketching out various scenarios for development.

About three years ago, in order to get some sort of handle on these costs, the Council on Environmental Quality joined with the Environmental Protection Agency and the Department of Housing and Urban Development in sponsoring a study of residential development patterns. As all of you are aware, suburbanization has been the predominant characteristic of U.S. residential development for the past 30 years. Between 1960 and 1970, approximately 2,000 acres of land a day were being converted from rural to urban uses. In recent years, more and more people have become concerned about the effects of these development patterns on the quality of our environment, on our consumption of natural resources -- including prime agricultural land -- on the economic viability of our communities, and on the overall quality of life.

Many communities have attempted to do something about these concerns by increasing control over new development. But when local officials sought information on the impacts of different development types, they found little data

available -- and the information that did exist was inconsistent and often contradictory. Our study, entitled "The Costs of Sprawl" was an effort to develop this information.

In essence, the study went at the problem in two ways: first, it considered six types of "neighborhoods", each containing 1,000 residential units -- ranging from a low-density pattern of conventionally located, single-family homes at one extreme to a high density pattern of six-store apartment buildings at the other. Six stories is not very high, so our "high-density" pattern was not very dense. Nevertheless, we wanted a study that would have reasonable validity for suburban development or urban fringe, be it in San Antonio, Sioux City, New York, or San Francisco, and did not want to bias our findings by including 60-story apartment houses in our scenarios. Although many people live in buildings like that, we simply didn't consider them a plausible option for 95 percent of American communities.

In addition, we aggregated each of these 1,000-dwelling neighborhoods into "communities", each containing 10,000 dwelling units that would house a population of roughly 33,000 people. Our reason for taking this additional step was that many environmental and some economic costs cannot be clearly identified on the relatively small scale of 1,000 residences. Again we analyzed six community types, each containing a mixture of the various neighborhood housing types, but differing in average development density. Finally, even though the neighborhoods in each of our communities would require different amounts of land for their 1,000 dwelling units, and would differ slightly in population, each of our communities was to contain 6,000 acres of land, and the same population of 33,000 people.

It would be impossible for me -- without slides, graphs, charts, and so forth -- to present all the variations in costs that each of these communities entails. In general, however, our findings displayed a surprising consistency: higher densities result in lower economic costs, lower environmental costs, less consumption of natural resources, and a reduction in some personal costs for a given number of dwelling units.

For example, our "high-density planned" community -- which blended six-story apartments, two-story walk-ups, townhouses, and single-family residences -- required only half as much land for streets, sidewalks, and highways as the "low-density sprawl" community, made up entirely of single-family residences. In terms of total investment costs, the high-density planned community required 44 percent less capital

than the low-density sprawl. The largest savings was realized in construction of residences -- but even roads, sewer and water lines, and other utilities were 55 percent less expensive in the high-density than in the sprawl community.

Another measurable difference is the amount of air pollution generated by the various communities. The greatest contributors to air pollution in residential areas are automobile emissions and residential heating. Higher-density developments require less energy for heating, and stimulate less automobile use. Thus, the high-density planned community generates about 45 percent less air pollution than the low-density sprawl community. Although compactness of development does not reduce the amount of pollution caused by residential heating, it can reduce pollution from auto emissions by 20 to 30 percent. Similarly, because the type of dwelling unit affects heating and air conditioning requirements as well as transportation demands, "planning" --which we defined in the study as compact development -- can reduce energy consumption by 14 percent, and planning combined with higher density can reduce it up to 44 percent.

Finally, though neither planning nor density affects the amount of water used for cooking, drinking, bathing, and so forth, both planning and density affect the amount of water used for lawn-sprinkling. Clustering of single-family residences all by itself can save 6 percent of total water consumption, but the high density planned development can save 35 percent over low-density sprawl development. That is an important savings, not only of money, but of the resource itself. I am convinced that our present, wasteful patterns of water-use, together with projected demands for energy development and industrial use in the near future, are going to present us with a serious, nation-wide problem of water availability within 10 years unless we begin using it more wisely now.

Suburban sprawl has been identified, at least by planners, as a villain for several years. Hence you may wonder why I have devoted so much time to discussing it. I have done so for two reasons: first, to point out that the costs of sprawl include real, economic outlays -- that they are not entirely aesthetic in nature, as for example, the loss of open space or the stimulation of unsightly, commercial strip development. But second, I wanted to provide a background for examining why -- even <u>though</u> planners and officials have been alerted to the costs of sprawl -- so much of it continues to occur.

The reason, I believe, lies in that ungainly word infrastructure. By it, I mean that whole network of public facilities necessary to, or conducive to, local development: water and wastewater treatment systems, electricity and gas lines, mass transit systems, and airports. Such investments affect local growth by influencing the location and costs of new construction, and can have a powerful effect on the density, timing, and amount of new development.

For example, the route of a new highway may lie near a tract of open farmland, putting that farmland within commuting distance of a city. The land soon becomes developed with single family housing because the new highway makes it into a suitable residential location. Similarly a sewer built on undeveloped land relieves developers of the costs of providing wastewater treatment, and makes housing cheaper to build. Subdivisions are laid out near the new sewer because potential builders' profits are higher there. In both cases, growth seems to be created by the installation of new infrastructure ; actually, the infrastructure merely concentrates growth which might otherwise have been located elsewhere in the region.

Thus the careful location, design, and construction of infrastructure can help achieve well-organized, environmentally sound urban growth. It is our observation, however, that infrastructure planners do not usually consider the land-use effects of investments. As a result, its construction often leads to unplanned land-use changes that can result in major environmental and economic impacts.

This is what I call "planning by accident", and such planning -- that is, of infrastructure without consideration of its side-effects -- is largely responsible for sprawl in Fairfax County. In 1963, the County published a development policy-paper which pointed out that sprawl development raises the costs of government services to taxpayers. It recommended the adoption of "urban satellite clusters" located near I-95, the main highway into Washington. Such a pattern of development would save money for the taxpayers and leave more open-space for the enjoyment of residents.

But in succeeding years, the cluster concept was consistently defeated by subdivision rezoning and by the powerful influence of the county sewerage system. Finally, in 1969, responding to the failure of the cluster concept up to that time, the county planning staff recommended the adoption of "holding zones" in rural areas, where all development would be deferred at least five years. The planners hoped that these zones would encourage the satellite cluster concept to take hold, and would cut down on leapfrogging, with its high service costs.

One such holding zone was a 2500-acre tract, called the Middle Run area, in the center of the county. Much to the satisfaction of Fairfax residents -- who had seen their taxes per capita soar by 137 percent since 1961, and their real estate taxes become among the highest in Virginia -- it was proposed that the Middle Run area would not be opened for development until 1975.

Unfortunately, the County Supervisors also approved an extension of a sewer system into the Middle Run at about the same time, supposedly because the funding for it had already been approved. The Supervisors -- elected officials, not planners -- expressed a hope at the time that the sewer would lie idle for five years.

This was not to happen. Within months, rezoning petitions within the holding area were granted and two one-third-acre-lot subdivisions were approved. There was apparently little that the zoning officials could do. They were under pressure from developers and, in such a situation, they found it difficult to deny developers the right to connect to the sewers. Courts feel that a sewer is, after all, a public health facility, and that access to a sewer should not be denied to anyone who wants it. Thus the decision to build the sewer effectively negated the attempt to keep the land from being developed.

I have concentrated so far on residential development, but commercial development -- and the infrastructure it requires -- can have the same, unlooked-for consequences. On the other side of the country, for example, the Boeing Company chose in 1965 to locate a new aerospace center outside of Seattle, in the middle of a cow pasture in the town of Kent. Boeing then requested that Kent provide a water distribution system. With the apparent intention of optimizing the economics of water distribution, the city fathers designed their system to service approximately five square miles of land; in order to pay for it, they declared a Limited Improvement District assessment of $1,000 per acre. This assessment was a serious blow to local farmers, who had no need for the level of service provided.

In 1967, the need to provide waste collection and treatment for the Boeing plant encouraged Kent to join the regional sewer district. Major sewers were built, resulting in an additional assessment on land in the Limited Improvement District of $300 per acre. Simultaneously, Kent had to boost its charges for sewer service, based on the amount of water used. This increase forced all the local canning industries, which used large amounts of water, to leave town. And this exodus, in turn, removed the primary market for many of the local farmers, dealing them another economic blow.

The Boeing plant, in effect, has committed at least five square miles of rural land to urban uses. As of 1975, the level of development had not reached the saturation levels implicit in the expensive infrastructure so far installed, but land in prime areas of Kent was selling at $20,000 per acre. Whether this is good or bad cannot yet be concluded; conceivably the loss of local farms and canneries and the livelihoods associated with them will be more than offset by employment at the Boeing plant. But we can conclude that the area has been irreparably changed -- and we can state, in addition, that these changes were totally uncontemplated when the decision to install a water distribution system was made.

Similarly, with Lake Tahoe. In its wild state, Tahoe has a lake of matchless clarity and beauty, one of the world's purest. But many homes and lodges were built near it, threatening the quality of the lake's water. Consequently, the governments of California and Nevada constructed facilities to provide advanced treatment for sewage, and to export the effluent out of the Tahoe Basin. The natural resource was thought saved.

However, sewage facilities have permitted more motels, apartments, second homes, and casinos to be constructed. Although pollution from sewage is now being managed, increased surface runoff caused by development is a major source of pollution. Eutrophication of the lake, scenic degradation, and air pollution threaten to completely change the area.

Again, if one adds up the economic gains against the environmental losses -- on some kind of balance-sheet we have yet to agree on -- one might conclude that the trade-off was profitable. I don't wish to argue that point here. I merely wish to stress that infrastructure attracts and concentrates development, and that planners should try to anticipate the secondary effects of investment in public facilities before they commit themselves. It's hard to erase a planning mistake once the concrete has been poured and the pipe laid.

Depressingly enough, many such mistakes are encouraged by Federal subsidies. Federal grants fund 90 percent of interstate highway construction, up to 80 percent of mass-transit investments, 75 percent of the cost of interceptor sewers and treatment plants, and 70 percent of non-interstate highways. All of these have substantial impacts on the location, pattern, timing, and density of development.

Conceivably such financial policies make eminently good sense -- but sometimes the criteria under which grants are awarded can conflict with sound planning.

About two years ago, for example, we studied 52 wastewater treatment projects, 75 percent of the funds for which had come from the Environmental Protection Agency. We found that these projects were actually stimulating leapfrog development. The principal reasons were these:

--First, in the typical case in our sample, over half the land to be served by the sewer was vacant. Nearly $145 per capita for existing residents was being spent to build excess capacity. Not only does provision of substantial excess sewage treatment capacity subsidize future development, but it also encourages sprawl and low density development patterns.

--Second, the media design year of the projects we reviewed was 50 years, with the average at 105 years. In one case, as a matter of fact, we found that if population continued to grow at historic rates, the interceptor sewer as designed would support population growth for the next 2000 years. Such far-sightedness may sound admirable, but in point of fact, it encourages developers to build on low-priced land at the far end of an interceptor sewer -- thus encouraging sprawl with all its attendant costs. We found, in fact, that -- assuming a 3 percent growth rate and a doubling of future construction costs -- it would be cheaper to build for 25 years, adding a second sewer 25 years later to accommodate subsequent growth, than it would be to build for 50 years of capacity right away. In addition, considerable savings in project costs would result from periodic extensions of interceptors to meet actual demand.

--Third, although current per-capita water use in the U.S. averages between 60 and 80 gallons per day for residences, most of the projects we studied were being designed for 100 or 125 gallons a day. Again, this sounds far-sighted -- but again, this overcapacity encourages sprawl development patterns instead of fill-in development closer to existing construction. In addition, it encourages superficial analyses of leaks of ground-water into sewers; so much excess capacity has been built in that a bit of leakage here and there doesn't seem worth bothering about. We could find no valid basis for the higher consumption criteria other than a general bias toward overdesign for the future.

--Finally, we determined that current funding mechanisms also stimulate premature development. As a rule, the local share of the cost of sewers is paid by those receiving the service. This is sound. But when disproportionately excess capacity is designed into the sewers, local bonding issues and tax rates can become so great that the local community encourages development of any kind to pay the bills.

As a result of our study, conducted in conjunction with EPA, that Agency has issued new guidance to states on the kinds of projects that should receive priority attention for funding. This guidance emphasizes the need to serve existing development, and discourages funding for growth. New cost-effectiveness guidelines call for reasonable per-capita per-day water-use estimates, sound criteria for determining population projections, and designs for sewerage systems that will serve for a reasonably extended period with reserve capacity -- but not for future growth far in excess of present needs.

This is one case in which we realized that the federal government was contributing to land-use problems through well-intended but damaging policy on infrastructure investment. Unquestionably there are others -- but because of the number and variety of projects going forward around the nation, we cannot hope to detect them all from Washington; local planners and officials will have to develop more scepticism toward that word "growth", so as to prevent an apparent bonanza from becoming an actual drain on their own resources. Finally, those of us who are concerned with environmental problems should reflect that every dollar wasted on excess capacity to treat water in one place means one less dollar to treat a severe pollution problem somewhere else.

So far I have discussed at length only one type of infrastructure investment. Let me now consider the impact of some of the others in more general terms.

Highways

In the past 20 years, highways have come to be characterized both as the destroyer of inner cities, and as a necessity in their revitalization. Radial superhighways built to aid access into central cities have led to an exodus from the city to the suburbs. Circumferentials, often built to let traffic by-pass cities, have themselves become congested because of businesses and households which locate along them.

The effects of highways on land-use result primarily from the change in access to developable land which highways provide. Three common examples of such development are the rural interchange, which seems to sprout gas stations, restaurants, and motels overnight; the suburban area, which becomes dotted for miles around with subdivisions and shopping centers after the new interstate is built; and the local highway, which blossoms with garish strip development. Highways compete with each other as sites for development; thus, the effects of a fourth highway, whether a beltway or a radial, will be smaller than the effects of the first.

The impacts of highways can be complex. Sometimes, the decision not to build a road has implications as large as the decision to build one. A number of highways have been planned to go through developed areas, and have later been cancelled. In the meantime, though, banks and mortgage holders have been unwilling to invest in the area because condemnation and demolition are likely. The result has been delayed maintenance, vacant houses which cannot be sold, and spreading blight. After a highway is eventually cancelled, recovery may be impossible.

One example of this process may be seen in the Boston Southwest Expressway, whch was planned to extend Interstate 95 into the city. Construction plans proceeded, and the state condemned buildings in the right-of-way. Tenants remained in local areas, but the new landlord -- the state of Massachusetts -- failed to maintain the buildings. When citizen opposition defeated the entire project in 1970, the I-95 corridor was an urban ruin. Some buildings had been demolished, the social structure of the area was torn apart, and the city was left with a wound that will take years to heal.

How does one minimize the impacts of highway-induced development? Broadly speaking, there are only two ways: first, reduce the amount of developable land to which the highway will provide access; and second, change the access that the new highway will provide. One land-use control is zoning -- an imperfect instrument, subject to all kinds of subtle commercial pressures, but still a useful one if citizens closely monitor zoning administration. Another method is to reduce the highway's capacity; however, because the highway is usually related to expected needs in the highway corridor, major changes in design capacity are difficult to achieve in order to reduce impacts in one particular area.

A somewhat more feasible procedure may be to change the highway's service area. Eliminating an interchange may be a practical way to limit development in a community; without the interchange, travel times to the community may be somewhat longer, but a powerful incentive to development will be reduced.

Even seemingly small details can be important. Reducing the number of curb-cuts allowed on a highway may convert strip developments into much more attractive shopping centers. Reducing curb-cuts can be especially useful for small roads, since fewer curb-cuts concentrate development and improve traffic flow and safety. The amount of development may not be changed, but its pattern will.

For larger roads, interchange design and frontage roads are important. Eliminating frontage roads will reduce development along the sides of the highway. Controlling the use of land around the interchanges, especially in those areas most visible to travellers, can also control development. For example, a sign by-law which limits large lighted signs could reduce the number of service stations.

Mass Transit

In these days of energy shortage, increasing concern about air pollution, and a general yearning for a more sensible way of life, mass transit is often seen as a way of saving gas, saving the cities, and saving the commuter's sanity. Unfortunately, the record on transit is terribly mixed.

To the north of us, we can see an exceptionally successful mass transit system -- in Toronto, Canada. The city built its first transit line in 1954, to replace an overcrowded streetcar line, and has extended it since. During the last two decades Toronto has been a leader in metropolitan growth, and has built more office space downtown than any other city in North America except New York.

Transit has been crucial to this downtown development, as well as in guiding development in the whole metropolitan area. High-density satellite communities have grown up near major transit stations and along routes leading to them. Over 90 percent of new office construction and about half of the new apartments have been built within walking distance of transit stations. Contrary to trends in the United States, Toronto transit ridership remains high.

Toronto has sought this type of development. However, there is one critical element in th Canadian experience that does not hold for the United States: Canada does not provide a mortgage write-off on taxes for single-family residences; hence apartments have been the prevalent mode of housing. For this and for other reasons, translating Toronto's experience to new mass transit systems elsewhere is hazardous. U.S. cities have seen thirty years of suburbanization and sprawl, and new transit cannot revitalize decaying downtown areas overnight. Though the land-use effects of transit in Toronto have been large, the effects of new transit lines elsewhere will be slower and less pervasive. Studies dating back to 1920 have found that transit improvements will do little to counter the decline of an area.

In Cleveland, for example, the main transit line runs on old railroad right-of-way through industrial areas and depressed neighborhoods. Apparently because of such unattractive, hard-to-renew surroundings, the transit line has stimulated very little development. Camden, New Jersey, is located on the Lindenwold transit line between Philadelphia and several suburbs. Though the line may have helped commercial establishments in Philadelphia, it has led to a slight exodus of commerce from Camden, and to development east of Camden.

Today, many of us interested in cities and energy problems are keeping a sharp eye on the Bay Area Rapid Transit system in San Francisco. As a co-sponsor of the BART legislation during my service in Sacramento, I have continued to follow the system's fortunes. Apparently, the early returns on BART were favorable, at least from the standpoint of revitalizing the inner city. Before BART came along, the downtown Market Street area was capturing only 30 percent of all office construction; after BART, that rate went up to 60 percent.

Judging from the accounts I have read since then, however, I gather that the system has encountered serious problems. Unfortunately, BART is a three-county system, and does not serve the Peninsula -- that is, San Mateo and Santa Clara counties. Also, my own County, Marin, has excluded itself. Some of BART's problems are not of its own making: for example, it's extremely difficult to use a fixed-rail system in the West, where cities have developed around the automobile, and thus are already badly spread out. San Francisco, at least, is channelized by reason of the Bay.

Given BART's aspirations to reduce automobile use, it strikes me as paradoxical that the system is closed at night and on the weekends. Its technical difficulties seem to me to derive at least in part from a design more sophisticated than was required. Even though the system has not lured as many people from their autos as one might hope, more freeways would certainly have been necessary without BART.

Because so much of the interest in rapid transit today focuses on ways to lure travelers from excessive reliance on automobiles, land-use controls tend to aim in that direction. High-density development around transit stations is thought desirable, since it increases transit use. Land-use controls -- such as zoning and promotion of air rights -- are often used to concentrate development into high-density uses around the transit station, instead of sprawled throughout the area. The route of the system and the location of the station will determine how it reinforces or interferes with existing neighborhoods. If the line is built ahead of development, new growth may occur at outlying stations -- another form of leapfrogging -- rather than along its route.

Two items that seem to be critical in controlling the land-use impacts of transit construction are station design and the provision of parking. If the station is not designed to permit pedestrian access, there is likely to be little development nearby. Large parking lots may induce relatively more low-density suburban development. If the stations are close together, the land-use effects around each one will be smaller than if they are far apart. If the station serves as the starting point for bus distribution, land-use change along the bus routes may follow. The detailed flow-patterns around the station may make development attractive or not, and should be carefully considered in system planning. This is also the portion of the investment decision most amenable to local control.

Other Infrastructure Investments

Highways, mass transit, and sewers are the most common infrastructure investments that have powerful impacts on development -- but they are not the only ones. The provision of water supplies can have effects similar to those of sewers. Airports attract development of several kinds, but impose strong negative impacts on nearby areas in the form of noise, air pollution, and traffic. Parks, recreation or entertainment

facilities -- such as Disneyland and Disney World -- can promote second home developments, and require housing, transit services, and support for employees. Unless carefully controlled by local officials, recreational development can impose heavy costs on local government, and can have major environmental impacts on the sensitive ecosystem typical of recreational areas.

In the next decade, we will see a large amount of investment in energy facilities such as mines and power plants. These facilities have often induced "boom-town" growth in remote rural areas, with severe social, economic, and environmental impacts. Typically, a large number of workers suddenly descends on a rural area, bringing with them overnight requirements for schools, water supply, waste disposal, housing, and municipal services ranging from hospitals to jails. Sooner or later, the construction project is finished or the natural resource depleted, and the visitors depart -- leaving the locality with large, expensive facilities for which they no longer have any use. Again, unless such development is properly monitored and phased by local officials, the costs of such investments to long-time residents can far outweigh the economic benefits.

Though each of these other types of infrastructure has its peculiarities, I hope my discussion of highways, mass transit, and sewers will at least suggest the types of secondary impacts to be anticipated from all. In essence, these secondary impacts can be approached by analyzing, first, how an infrastructure investment affects the <u>supply</u> of developable land, and second, by analyzing how the investment affects the <u>demand</u> for development. If one understands the interplay of infrastructure investment with these two factors, one can then estimate the development that will be induced by a public-facility investment. Perhaps the crucial thing to remember is that infrastructure investments do not <u>create</u> growth; rather, they <u>concentrate</u> growth that might have occurred elsewhere.

The link between infrastructure investments and land-use changes has long been recognized in a general way, but little has been done to control the design and location of new infrastructure. Instead, the tactic has been to attempt to reduce the negative impacts of unplanned growth with such tools as zoning, subdivision controls, and local planning. These

techniques often fail, particularly when land-use is changing rapidly, as it often does following construction of new infrastructure. Rather than try to limit the damage after it's been caused, therefore, changing the design of the infrastructure itself can be a much more effective control method.

The last quarter of this century is likely to see continued urban growth and continued suburbanization, converting rural land to residential subdivisions. But new trends are emerging. Changing consumer preferences, rising housing prices, and national resource shortages are encouraging the development of more clustered, higher-density communities. Hence it is important that infrastructure investments be designed to enhance the positive features of these new trends in development. At an absolute minimum, local decision-makers and their planning advisors should be aware of the land-use implications of their public-facilities investment decisions, and the economic and environmental impacts likely to follow. By developing such an awarenesss, you and others professionally concerned with the physical shape of our common future can avoid the aesthetic, economic, and environmental mistakes so many of us are now paying for -- the mistakes, set in steel and concrete, that result from planning by accident.

-0-

The full report of SUBDIVIDING RURAL AMERICA: IMPACTS OF RECREATIONAL LOT AND SECOND HOME DEVELOPMENT, which analyzes the environmental, economic, and social impacts of recreational land development, is back from the Government Printing Office. Note that the full report includes the Executive Summary, which was available earlier. Some copies are available to nonprofit organizations on a first-come first-served basis. Because we receive so many requests for our reports, we ask that all requests be accompanied by a typed pressure-sensitive label with your complete mailing address. SUBDIVIDING RURAL AMERICA may also be purchased from the Superintendent of Documents, GPO, Washington, D.C. 20402. The full report: stock number 040-000-00374-6, $2.15, 139 pages; the executive summary: stock number 040-000-00358-4, $0.75 (there is a minimum charge of $1.00 for each mail order).

A RECOMMENDED AIR POLLUTION INDEX, released in August, is now available from the Government Printing Office and to nonprofit organizations on a first-come first-served basis from CEQ. The new index, designed to standardize the reporting of air pollution levels around the country, was developed by an interagency task force. Because we receive so many requests for our reports, we ask that all requests be accompanied by a typed pressure-sensitive label with your complete mailing address. To order from GPO, address the Superintendent of Documents, GPO, Washington, D.C. 20402, stock number: 041-001-00138-7, $1.30.

STATEMENT TITLE INDEX - BY STATE AND COUNTY

STATE	COUNTY	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	ORIG AGENCY NUMBER
		DRAFT	Gr. Lakes-St.Lawrence Seaway Nav. Season Exten.(2)	61716	12-07-76	COE
		DRAFT	Missouri R. Main Stem System, O&M	61786	12-27-76	COE
		FINAL	Noise Reduction Requirements, Subsonic Transport A	61727	12-10-76	DOT
		FINAL	Lewis and Clark National Historic Trail	61757	12-17-76	DOI
		FINAL	Strategic Petroleum Reserve	61761	12-17-76	FEA
		FINAL	Coastal Energy Impact Program, Rules & Regs.	61767	12-20-76	DOC
		FINAL	Emission Standards for New Light Duty Trucks	61793	12-29-76	EPA
Alabama	Greene	FINAL	Union Community Water System	61724	12-10-76	HUD
	Lowndes	DRAFT	Lowndes Co. Rural Water System Improvements	61783	12-27-76	HUD
	Macon	DRAFT	Tuskegee Institute Management Plan	61796	12-29-76	DOI
Alaska		FINAL	Lower Cook Inlet, OCS Oil & Gas Lease Sale	61720	12-07-76	DOI
		FINAL	Talkeetna, Flood and Bank Erosion Control	61721	12-08-76	COE
		FINAL	Electric Distribution Line, McKinley Park	61798	12-29-76	DOI
Arizona		DRAFT	Santa Cruz Riverpark, Tucson	61790	12-27-76	HUD
	Coconino	FINAL	Clarkdale-Williams Highway	61797	12-29-76	USDA
	Yavapai	FINAL	Clarkdale-Williams Highway	61797	12-29-76	USDA
Arkansas		DRAFT	Poteau River Small Navigation Project	61741	12-14-76	COE
California	several	SUPPLE	Camp Nine Rd. Relocation, New Melones Lake (S-1)	61739	12-10-76	COE
	Alameda	FINAL	Dumbarton Bridge Replacement	61726	12-10-76	DOT
	Fresno	DRAFT	Clovis Heights/Cougar Estates #10-13 Development	61785	12-27-76	HUD
	Humboldt	FINAL	Coast Guard Family Housing, Eureka	61689	12-01-76	DOT
	Los Angeles	FINAL	Woodside Village, West Covina - Walnut	61696	12-01-76	HUD
	Monterey	DRAFT	Big Sur Coastal Unit Plan, Los Padres N.F.	61735	12-10-76	USDA
	San Francisco	DRAFT	North Point Park/Marina	61774	12-21-76	COE
		FINAL	Mei Lun Yuen Development, San Francisco	61748	12-14-76	HUD
	San Mateo	FINAL	Dumbarton Bridge Replacement	61726	12-10-76	DOT
	Ventura	FINAL	Harbor Blvd., Oxnard	61695	12-01-76	DOT
Colorado	Aspen	FINAL	Aspen/Snowmass 201 Wastewater Facilities	61738	12-10-76	EPA
	Montezuma	DRAFT	Mancos Canyon Indian Park	61706	12-06-76	DOI
	Weld	FINAL	Greeley Region Wastewater Management	61709	12-07-76	EPA

FROM 12-01-76
TO 12-31-76

COUNCIL ON ENVIRONMENTAL QUALITY

01-10-77

STATEMENT TITLE INDEX - BY STATE AND COUNTY

STATE	COUNTY	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	ORIG AGENCY NUMBER
Florida		FINAL	Gulf Intracoastal Waterway, Pearl to Apalachee Bay	61732	12-10-76	COE
	Dade	DRAFT	Leslie Estates Development, Dade County	61715	12-07-76	HUD
		DRAFT	Pent Tree Planned Unit Development	61765	12-20-76	HUD
	Escambia	FINAL	Pensacola Senior Citizens Center	61729	12-10-76	HUD
Georgia	Alma-Bacon	FINAL	Lake Alma Project, Georgia (2)	61792	12-29-76	HUD
Hawaii	Oahu	FINAL	Barbers Point Harbor	61742	12-14-76	COE
Idaho		DRAFT	Lucky Peak Modification, Boise River	61791	12-28-76	COE
		FINAL	Selway-Bitterroot Wilderness Fire Management	61784	12-27-76	USDA
	Idaho	DRAFT	Lowell Planning Unit, Clearwater N.F.	61775	12-22-76	USDA
Illinois		DRAFT	South Bend-Chicago RR Abandonment	61800	12-29-76	ICC
	Cook	DRAFT	Oak Tower, Oak Park	61754	12-17-76	HUD
	Sangamon	DRAFT	F.A. Primary Route 662, Sangamon County	61711	12-07-76	DOT
Indiana		DRAFT	RDX/HMX Expansion Facility	61725	12-10-76	USA
		DRAFT	South Bend-Chicago RR Abandonment	61800	12-29-76	ICC
	Marion	DRAFT	Naphtha Allocation-SNG Production, Indiana Gas	61781	12-23-76	FEA
Iowa	Polk	FINAL	Iowa 415, Polk County	61758	12-17-76	DOT
	Dubuque	FINAL	Freeway 561, Freeway 520 - Iowa 386N	61759	12-17-76	DOT
Kansas	Coffey	FINAL	Redmond Dam & Reservoir, Marion and Council Grove	61731	12-10-76	COE
	Lyon	FINAL	Redmond Dam & Reservoir, Marion and Council Grove	61731	12-10-76	COE
Kentucky	Campbell	FINAL	4th and 5th Streets Improvement, Newport	61771	12-20-76	DOT
	Graves	FINAL	U.S. 45, Mayfield	61747	12-14-76	DOT
	Mason	FINAL	Spurlock Station Unit 2 and Transmission	61707	12-06-76	USDA

STATEMENT TITLE INDEX - BY STATE AND COUNTY

STATE	COUNTY	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	ORIG AGENCY NUMBER
Louisiana		FINAL	Loop Deepwater Port License	61762	12-17-76	DOT
	Iberville	FINAL	Bayou Choctaw Salt Dome - SPR	61760	12-17-76	FEA
Maine		DRAFT	George's R. Maintenance Dredging, Thomaston	61782	12-27-76	COE
Maryland	Baltimore	SUPPLE	City Blvd. & I-395, Baltimore (S-1)	61740	12-13-76	DOT
Michigan		DRAFT	Sebewaing River, O&M of Navigation & Flood Control	61733	12-10-76	COE
	Kalamazoo	DRAFT	Kalamazoo Airport, Runway Extension	61692	12-01-76	DOT
	Muskegon	FINAL	Muskegon Harbor, Mitigation of Shore Damage	61773	12-21-76	COE
Minnesota	Koochiching	DRAFT	LORAN-C Transmitting Sta, Northern Minnesota	61794	12-29-76	DOT
	Lyon	DRAFT	Redwood River Flood Control, Marshall	61722	12-08-76	COE
Mississippi		FINAL	Gulf Intracoastal Waterway, Pearl to Apalachee Bay	61732	12-10-76	COE
	Lee	FINAL	C.D. Lemons Field Runway Construction, Tupelo	61799	12-29-76	DOT
Missouri	Cedar	SUPPLE	Stockton Lake, Sac R., Downstream Flooding (S-1)	61746	12-14-76	COE
	Macon	FINAL	Route 36, Macon County, Mo.	61709	12-01-76	DOT
Montana		FINAL	Selway-Bitterroot Wilderness Fire Management	61784	12-27-76	USDA
	Bighorn	FINAL	Crow Indian Ceded Area, Mining & Reclamation	61752	12-15-76	DOI
	Granite	FINAL	North End Planning Unit, Deerlodge N.F.	61734	12-10-76	USDA
	Powell	FINAL	North End Planning Unit, Deerlodge N.F.	61734	12-10-76	USDA
Nebraska	Madison	DRAFT	U.S. 275 - U.S. 81, Norfolk	61787	12-27-76	DOT
Nevada	Clark	DRAFT	S. Nevada WaterProject, Second Stage	61710	12-07-76	DOI
	Washoe	DRAFT	McCarran Blvd. (Ring Road), Reno & Sparks	61749	12-14-76	DOT

FROM 12-01-76
TO 12-31-76

COUNCIL ON ENVIRONMENTAL QUALITY

01-10-77

STATEMENT TITLE INDEX - BY STATE AND COUNTY

STATE	COUNTY	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	ORIG AGENCY NUMBER
New Jersey		SUPPLEEl Paso, Transco LNG Terminal, N.J. (S-1)		61697	12-01-76	FPC
New Mexico	Catron	DRAFT	Algaecide Treament, Snow & Quemado Lakes, Gila N.F	61719	12-07-76	USDA
New York		FINAL	Great South Bay, Patchogue River	61744	12-24-76	COE
	Chautauqua	FINAL	Dunkirk Harbor Navigation Improvements	61779	12-22-76	COE
	Onondaga	DRAFT	I-481 Extension, Collamer Int.-Bear Rd. Int.	61769	12-20-76	DOT
North Carolina	Durham	FINAL	U.S. 501, I-85 to Wellington Drive	61714	12-07-76	DOT
	Forsyth	DRAFT	Winston-Salem State Univ., Community Proj. #3	61730	12-10-76	HUD
	Franklin	DRAFT	Henderson 201 Wastewater Treatment System	61713	12-07-76	EPA
	Vance	DRAFT	Henderson 201 Wastewater Treatment System	61713	12-07-76	EPA
	Warren	DRAFT	Henderson 201 Wastewater Treatment System	61713	12-07-76	EPA
	Winston-Salem	DRAFT	Winston-Salem State Univ., Community Proj. #3	61730	12-10-76	HUD
North Dakota	Cavalier	DRAFT	Pembina River, Clearing & Snagging	61699	12-01-76	COE
	Pembina	DRAFT	Pembina River, Clearing & Snagging	61699	12-01-76	COE
	Ward	DRAFT	U.S. Highway 2, Minot East to Surrey	61745	12-14-76	DOT
Ohio	several	DRAFT	Little Auglaize River Watersheds	61768	12-20-76	USDA
	Belmont	FINAL	I-470, Belmont Co., Ohio	61691	12-01-76	DOT
		SUPPLECrawford Heights, Martins Ferry (S-1)		61778	12-22-76	HUD
Oklahoma		DRAFT	RDX/HMX Expansion Facility	61725	12-10-76	USA
	Cleveland	DRAFT	Norman Sewage Treatment Upgrade	61789	12-27-76	EPA
	McCurtain	DRAFT	Tiak Unit Plan, Ouachita N.F.	61777	12-22-76	USDA
	Oklahoma	FINAL	AWACS Beddown at Tinker AFB	61751	12-15-76	USAF
Oregon		DRAFT	Dalles to Vancouver Channel, Columbia River	61776	12-22-76	COE
	Hood	DRAFT	Badger-Jordon Unit Plan, Hood N.F.	61772	12-20-76	USDA
	Josephine	DRAFT	Rogue-Illinois Unit Plan, Siskiyou N.F.	61737	12-10-76	USDA
	Wasco	DRAFT	Badger-Jordon Unit Plan, Hood N.F.	61772	12-20-76	USDA

STATEMENT TITLE INDEX - BY STATE AND COUNTY

STATE	COUNTY	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	ORIG AGENCY NUMBER
Pennsylvania	Chester	DRAFT	E. Branch Brandywine Creek Watershed	61723	12-09-76	USDA
	Dauphin	SUPPLE	3 Mile Island Nuclear Sta. Unit 2 (S-2)	61780	12-23-76	NRC
	Lycoming	FINAL	Loyalsock Township Local Flood Protection	61717	12-07-76	COE
	Venango	FINAL	Legislative Route 75, Bridge Replacement	61701	12-01-76	DOT
	Washington	FINAL	Marianna and Vicinity Flood Prevention (2)	61698	12-01-76	COE
South Carolina	Berkeley	DRAFT	E. Cooper & Berkeley RR Co., Berkeley County Line	61766	12-20-76	ICC
Tennessee		DRAFT	RDX/HMX Expansion Facility	61725	12-10-76	USA
		DRAFT	Knoxville International Energy Exposition	61750	12-15-76	DOC
	Wilson	DRAFT	Belinda City Subdivision, Wilson Co.	61712	12-07-76	HUD
Texas		FINAL	Henderson, Texas, Sewer Improvements	61687	12-01-76	HUD
		FINAL	Seadock Deepwater Port License	61763	12-17-76	DOT
	several	FINAL	Brazos River Basin Lakes, O&M	61753	12-16-76	COE
	Lowie	FINAL	Loop 151, U.S. 82-U.S. 59, Texarkana	61694	12-01-76	DOT
	Val Verde	FINAL	Amistad Hydroelectric Plant, Rio Grande	61736	12-10-76	IBWC
Utah	Garfield	DRAFT	Cedar Breaks Proposed Wilderness Classification	61690	12-01-76	DOI
	Iron	DRAFT	Cedar Breaks Proposed Wilderness Classification	61690	12-01-76	DOI
	Kane	DRAFT	Cedar Breaks Proposed Wilderness Classification	61690	12-01-76	DOI
	Tooele	DRAFT	Operation TNS, North-South Tooele Depot	61703	12-02-76	USA
		DRAFT	Operation DTS, Dugway Proving Ground-Tooele Depot	61704	12-02-76	USA
Virginia	Accomack	FINAL	Captain's Cove Development, Chincoteague Bay	61705	12-06-76	COE
	Arlington	SUPPLE	I-66, 4-lane Multi-Modal Concept (S-3)	61764	12-20-76	DOT
	Chesterfield	DRAFT	S.R. 147, Dolfield Drive - Rte. 60	61693	12-01-76	DOT
	Fairfax	SUPPLE	I-66, 4-lane Multi-Modal Concept (S-3)	61764	12-20-76	DOT
	Louisa	SUPPLE	North Anna Power Sta., U. 1,2 (S-1)	61702	12-02-76	NRC
Washington		DRAFT	Dalles to Vancouver Channel, Columbia River	61776	12-22-76	COE
	Douglas	FINAL	Oroville-Tonasket Unit Extension, Chief Jos. Dam	61743	12-14-76	DOI
	Grays Harbor	SUPPLE	Grays Harbor & Chehalis R. Navigation Project (S-1	61708	12-06-76	COE
	Okanogan	FINAL	Oroville-Tonasket Unit Extension, Chief Jos. Dam	61743	12-14-76	DOI
	Yakima	DRAFT	Yakima-Union Gap Flood Damage, Columbia R.	61788	12-27-76	COE

STATEMENT TITLE INDEX - BY STATE AND COUNTY

STATE	COUNTY	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	ORIG AGENCY NUMBER
Wisconsin	Dane	FINAL	US 14, Evansville to Madison, Wisconsin	61718	12-07-76	DOT
	Grant	FINAL	USH 61, 151 and STH 35, Mississippi R. to Dickeyvi	61755	12-17-76	DOT
	Waukesha	FINAL	S.T.H. 59, Wisconsin	61756	12-17-76	DOT
Wyoming	Carbon	DRAFT	Huston Park Sub-Unit, Medicine Bow N.F.	61770	12-20-76	USDA
	Converse	DRAFT	Bear Creek Project, Rocky Mtn. Energy Co.	61795	12-29-76	NRC

STATEMENT TITLE INDEX - BY AGENCY, BUREAU, & STATUS

AGENCY / BUREAU	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	NTIS ORDER NUMBER
DEPARTMENT OF AGRICULTURE					
Forest Service	DRAFT	Algaecide Treament, Snow & Quemado Lakes, Gila N.F	61719	12-07-76	(none)
	FINAL	North End Planning Unit, Deerlodge N.F.	61734	12-10-76	(none)
	DRAFT	Big Sur Coastal Unit Plan, Los Padres N.F.	61735	12-10-76	(none)
		Rogue-Illinois Unit Plan, Siskiyou N.F.	61737	12-10-76	(none)
		Huston Park Sub-Unit, Medicine Bow N.F.	61770	12-20-76	(none)
		Badger-Jordon Unit Plan, Hood N.F.	61772	12-20-76	(none)
		Lowell Planning Unit, Clearwater N.F.	61775	12-22-76	(none)
		Tiak Unit Plan, Ouachita N.F.	61777	12-22-76	(none)
	FINAL	Selway-Bitterroot Wilderness Fire Management	61784	12-27-76	(none)
		Clarkdale-Williams Highway	61797	12-29-76	(none)
Rural Electrification Administration	FINAL	Spurlock Station Unit 2 and Transmission	61707	12-06-76	(none)
Soil Conservation Service	DRAFT	E. Branch Brandywine Creek Watershed	61723	12-09-76	(none)
		Little Auglaize River Watersheds	61768	12-20-76	(none)
DEPARTMENT OF COMMERCE					
Nat'l Oceanic and Atmospheric Admin.	DRAFT	Knoxville International Energy Exposition	61750	12-15-76	(none)
	FINAL	Coastal Energy Impact Program, Rules & Regs.	61767	12-20-76	(none)
DEPARTMENT OF DEFENSE, Air Force	FINAL	AWACS Beddown at Tinker AFB	61751	12-15-76	(none)
DEPARTMENT OF DEFENSE, Army	DRAFT	Operation TRS, North-South Tooele Depot	61703	12-02-76	(none
		Operation DTS, Dugway Proving Ground-Tooele Depot	61704	12-02-76	(NONE)
		RDX/HMX Expansion Facility	61725	12-10-76	(none)
DEPARTMENT OF DEFENSE, Army Corps	FINAL	Marianna and Vicinity Flood Prevention (2)	61698	12-01-76	(none)
	DRAFT	Pembina River, Clearing & Snagging	61699	12-01-76	(none)
	FINAL	Captain's Cove Development, Chincoteague Bay	61705	12-06-76	(none)
	SUPPLEM	Grays Harbor & Chehalis R. Navigation Project (S-1	61708	12-06-76	(none)
	DRAFT	Gr. Lakes-St.Lawrence Seaway Nav. Season Exten.(2)	61716	12-07-76	(none)
	FINAL	Loyalsock Township Local Flood Protection	61717	12-07-76	(none)

STATEMENT TITLE INDEX - BY AGENCY, BUREAU, & STATUS

AGENCY / BUREAU	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	NTIS ORDER NUMBER
DEPARTMENT OF DEFENSE, Army Corps					
	FINAL	Talkeetna, Flood and Bank Erosion Control	61721	12-08-76	(none)
	DRAFT	Redwood River Flood Control, Marshall	61722	12-08-76	(none)
	FINAL	Redmond Dam & Reservoir, Marion and Council Grove	61731	12-10-76	(none)
		Gulf Intracoastal Waterway, Pearl to Apalachee Bay	61732	12-10-76	(none)
	DRAFT	Sebewaing River, O&M of Navigation & Flood Control	61733	12-10-76	(none)
	SUPPLEM	Camp Nine Rd. Relocation, New Melones Lake (S-1)	61739	12-10-76	(none)
	DRAFT	Poteau River Small Navigation Project	61741	12-14-76	(none)
	FINAL	Barbers Point Harbor	61742	12-14-76	(none)
		Great South Bay, Patchogue River	61744	12-24-76	(none)
	SUPPLEM	Stockton Lake, Sac R., Downstream Flooding (S-1)	61746	12-14-76	(none)
	FINAL	Brazos River Basin Lakes, O&M	61753	12-16-76	(none)
		Muskegon Harbor, Mitigation of Shore Damage	61773	12-21-76	(none)
	DRAFT	North Point Park/Marina	61774	12-21-76	(none)
		Dalles to Vancouver Channel, Columbia River	61776	12-22-76	(none)
	FINAL	Dunkirk Harbor Navigation Improvements	61779	12-22-76	(none)
	DRAFT	George's R. Maintenance Dredging, Thomaston	61782	12-27-76	(none)
		Missouri R. Main Stem System, O&M	61786	12-27-76	(none)
		Yakima-Union Gap Flood Damage, Columbia R.	61788	12-27-76	(none)
		Lucky Peak Modification, Boise River	61791	12-28-76	(none)
DEPARTMENT OF HUD					
	FINAL	Woodside Village, West Covina - Walnut	61696	12-01-76	(none)
	DRAFT	Belinda City Subdivision, Wilson Co.	61712	12-07-76	(none)
		Leslie Estates Development, Dade County	61715	12-07-76	(none)
	FINAL	Mei Lun Yuen Development, San Francisco	61748	12-14-76	(none)
	DRAFT	Oak Tower, Oak Park	61754	12-17-76	(none)
		Bent Tree Planned Unit Development	61765	12-20-76	(none)
		Clovis Heights/Cougar Estates #10-13 Development	61785	12-27-76	(none)
Section 104(h)					
	FINAL	Henderson, Texas, Sewer Improvements	61687	12-01-76	(none)
		Union Community Water System	61724	12-10-76	(none)
		Pensacola Senior Citizens Center	61729	12-10-76	(none)
	DRAFT	Winston-Salem State Univ., Community Proj. #3	61730	12-10-76	(none)
	SUPPLEM	Crawford Heights, Martins Ferry (S-1)	61778	12-22-76	(none)
	DRAFT	Lowndes Co. Rural Water System Improvements	61783	12-27-76	(none)
		Santa Cruz Riverpark, Tucson	61790	12-27-76	(none)
	FINAL	Lake Alma Project, Georgia (2)	61792	12-29-76	(none)
DEPARTMENT OF INTERIOR					
Bureau of Indian Affairs					
	DRAFT	Mancos Canyon Indian Park	61706	12-06-76	(none)

FROM 12-01-76
TO 12-31-76

COUNCIL ON ENVIRONMENTAL QUALITY

01-10-77

STATEMENT TITLE INDEX - BY AGENCY, BUREAU, & STATUS

AGENCY / BUREAU	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	NTIS ORDER NUMBER
DEPARTMENT OF INTERIOR					
Bureau of Land Management	FINAL	Lower Cook Inlet, OCS Oil & Gas Lease Sale	61720	12-07-76	(none)
Bureau of Outdoor Recreation	FINAL	Lewis and Clark National Historic Trail	61757	12-17-76	(none)
Bureau of Reclamation	DRAFT	S. Nevada WaterProject, Second Stage	61710	12-07-76	(none)
	FINAL	Oroville-Tonasket Unit Extension, Chief Jos. Dam	61743	12-14-76	(none)
Geological Survey	FINAL	Crow Indian Ceded Area, Mining & Reclamation	61752	12-15-76	(none)
National Park Service	DRAFT	Cedar Breaks Proposed Wilderness Classification	61690	12-01-76	(none)
		Tuskegee Institute Management Plan	61796	12-29-76	(none)
	FINAL	Electric Distribution Line, McKinley Park	61798	12-29-76	(none)
DEPARTMENT OF TRANSPORTATION					
Federal Aviation Administration	DRAFT	Kalamazoo Airport, Runway Extension	61692	12-01-76	(none)
	FINAL	Noise Reduction Requirements, Subsonic Transport A	61727	12-10-76	(none)
		C.D. Lemons Field Runway Construction, Tupelo	61799	12-29-76	(none)
Federal Highway Administration	FINAL	I-470, Belmont Co., Ohio	61691	12-01-76	(none)
	DRAFT	S.R. 147, Dolfield Drive - Rte. 60	61693	12-01-76	(none)
	FINAL	Loop 151, U.S. 82-U.S. 59, Texarkana	61694	12-01-76	(none)
		Harbor Blvd., Oxnard	61695	12-01-76	(none)
		Route 36, Macon County, Mo.	61700	12-01-76	(none)
		Legislative Route 75, Bridge Replacement	61701	12-01-76	(none)
	DRAFT	F.A. Primary Route 662, Sangamon County	61711	12-07-76	(none)
	FINAL	U.S. 501, I-85 to Wellington Drive	61714	12-07-76	(none)
		US 14, Evansville to Madison, Wisconsin	61718	12-07-76	(none)
	SUPPLEM	City Blvd. & I-395, Baltimore (S-1)	61740	12-13-76	(none)
	DRAFT	U.S. Highway 2, Minot East to Surrey	61745	12-14-76	(none)
	FINAL	U.S. 45, Mayfield	61747	12-14-76	(none)
	DRAFT	McCarran Blvd. (Ring Road), Reno & Sparks	61749	12-14-76	(none)
	FINAL	USH 61, 151 and STH 35, Mississippi R. to Dickeyvi	61755	12-17-76	(none)
		S.T.H. 59, Wisconsin	61756	12-17-76	EIS 73 1626F
		Iowa 415, Polk County	61758	12-17-76	(none)
	SUPPLEM	I-66, 4-lane Multi-Modal Concept (S-3)	61764	12-20-76	(none)
	DRAFT	I-481 Extension, Collamer Int.-Bear Rd. Int.	61769	12-20-76	(none)
	FINAL	4th and 5th Streets Improvement, Newport	61771	12-20-76	(none)
	DRAFT	U.S. 275 - U.S. 81, Norfolk	61787	12-27-76	(none)
	FINAL	Freeway 561, Freeway 520 - Iowa 386N	61759	12-17-76	(none)
U.S. Coast Guard	FINAL	Coast Guard Family Housing, Eureka	61689	12-01-76	(none)
		Dumbarton Bridge Replacement	61726	12-10-76	(none)

FROM 12-01-76
TO 12-31-76

COUNCIL ON ENVIRONMENTAL QUALITY

01-10-77

STATEMENT TITLE INDEX - BY AGENCY, BUREAU, & STATUS

AGENCY / BUREAU	STATUS	STATEMENT TITLE	ACCESSION NUMBER	DATE FILED	NTIS ORDER NUMBER
DEPARTMENT OF TRANSPORTATION					
U.S.Coast Guard					
	FINAL	Loop Deepwater Port License	61762	12-17-76	(none)
		Seadock Deepwater Port License	61763	12-17-76	(none)
	DRAFT	LORAN-C Transmitting Sta, Northern Minnesota	61794	12-29-76	(none)
ENVIRONMENTAL PROTECTION AGENCY					
	FINAL	Greeley Region Wastewater Management	61709	12-07-76	(none)
	DRAFT	Henderson 201 Wastewater Treatment System	61713	12-07-76	(none)
	FINAL	Aspen/Snowmass 201 Wastewater Facilities	61738	12-10-76	(none)
	DRAFT	Norman Sewage Treatment Upgrade	61789	12-27-76	(none)
	FINAL	Emission Standards for New Light Duty Trucks	61793	12-29-76	(none)
FEDERAL ENERGY ADMINISTRATION					
	FINAL	Bayou Choctaw Salt Dome - SPR	61760	12-17-76	(none)
		Strategic Petroleum Reserve	61761	12-17-76	(none)
	DRAFT	Naphtha Allocation-SNG Production, Indiana Gas	61781	12-23-76	(none)
FEDERAL POWER COMMISSION					
	SUPPLEME	El Paso, Transco LNG Terminal, N.J. (S-1)	61697	12-01-76	(none)
INTERNATIONAL BOUNDARY AND WATER COMM.					
	FINAL	Amistad Hydroelectric Plant, Rio Grande	61736	12-10-76	(none)
INTERSTATE COMMERCE COMMISSION					
	DRAFT	E. Cooper & Berkeley RR Co., Berkeley County Line	61766	12-20-76	(none)
		South Bend-Chicago RR Abandonment	61800	12-29-76	(none)
NUCLEAR REGULATORY COMMISSION					
	SUPPLEME	North Anna Power Sta., U. 1,2 (S-1)	61702	12-02-76	(none)
		3 Mile Island Nuclear Sta. Unit 2 (S-2)	61780	12-23-76	(none)
	DRAFT	Bear Creek Project, Rocky Mtn. Energy Co.	61795	12-29-76	(none)

DEPARTMENT OF AGRICULTURE

Contact: Coordinator of Environmental
Quality Activities
Office of the Secretary
U.S.Department of Agriculture
Room 359-A,
Washington, D.C. 20250
(202) 447-3965

Forest Service

Draft — Date

Big Sur Coastal Unit Plan, Los Padres N.F. — 12/10

California
County: Monterey
Proposed is the selection of a land use plan for the management of the western portion of the Monterey Ranger District, Los Padres National Forest. The proposed plan recommends that maintenance of the unique visual qualities of the area be emphasized. Strong recreational emphasis, particularly for dispersed types of recreation, is given. There are also provisions in the plan for sustaining or increasing wildlife and botanical populations. This plan is intended to guide the development and land use of only National Forest System lands lying within the Unit boundaries. (156 pages)
(ELR ORDER # 61735)

Lowell Planning Unit, Clearwater N.F. — 12/22

Idaho
County: Idaho
The proposed action is the selection and implementation of a land use plan for the Lowell Unit, Lochsa Ranger District, Clearwater National Forest, Idaho. The planning unit includes 152,600 gross acres of which 147,400 acres are National Forest and 5,200 acres are private land. Eight alternatives are presented for the allocation of resources and specification of management direction. There exists a wide range of environmental effects among the alternatives. (342 pages)
(ELR ORDER # 61775)

Algaecide Treament, Snow & Quemado Lakes, Gila N.F. — 12/07

New Mexico
County: Catron
Proposed is the implementation of a blue green algae control program for Snow and Quemado Lakes located on Gila National Forest, Catron County, New Mexico. The project calls for utilization of a copper sulfate algaecide for a limited one year period and allows for utilization of either Simazine or Hydrothol on a long term basis. The

objective is to prevent massive buildups of blue green algae thereby maintaining the valuable recreational and fishery resources. Adverse impacts include possible effects on non-target organisms, potential buildup of copper to toxic levels, and introduction of small amounts of chemicals into the Gila Wilderness. (26 pages)
(ELR ORDER # 61719)

Tiak Unit Plan, Ouachita N.F. 12/22

Oklahoma
County: McCurtain
The proposed action is to manage, administer and utilize the forest resources of the 43,133-acre Tiak Planning Unit, Ouachita National Forest, from October 1, 1976 to September 30, 1986. Major actions involved are regenerating commercial timber stands on 7,434 acres, thinning timber stands on 7,434 acres, thinning timber on 16,800 acres, improving wildlife habitat, providing additional dispersed recreation to meet needs of expected recreation users, and constructing 48 miles and reconstructing 39 miles of roads. Effects will result on soils, water quality, vegetation, wildlife and forest aesthetics. (53 pages)
(ELR ORDER # 61777)

Rogue-Illinois Unit Plan, Siskiyou N.F. 12/10

Oregon
County: Josephine
Proposed is a land use plan for the management of the 444,511-acre Rogue-Illinois Planning Unit on the Siskiyou National Forest. The preferred alternative recommends a balanced mix of land allocations designed to sustain a high level of timber harvest; to protect the qualities of the Rogue and Illinois Rivers; to provide recreational opportunities; and to protect and manage the soil, water, fish, wildlife, timber, visual, and other resources. (281 pages)
(ELR ORDER # 61737)

Badger-Jordon Unit Plan, Hood N.F. 12/20

Oregon
County: Wasco Hood
Proposed is a land use management plan for the Badger-Jordon Planning Unit, Mt. Hood National Forest. The plan applies to approximately 58,000 acres within the National Forest boundary, of which 21,200 acres were inventoried by the Forest Service and reported in the final EIS for Roadless and Undeveloped Areas filed in October, 1973. Unavoidable adverse effects include increases in water, litter, and noise pollution, and increased risk of fire from more use and a fuels buildup. (215 pages)
(ELR ORDER # 61772)

Huston Park Sub-Unit, Medicine Bow N.F. 12/20

Wyoming
County: Carbon
Proposed is a revised land management plan for the 63,560 acre Huston Park Sub-Unit, Medicine Bow National Forest. The area has been divided into three management units with the primary resource values being a function of natural capability, managed suitability, resource availability and relative public needs. Adverse effects include the potential loss of wilderness characteristics within the 13,240 acres that could be developed for a variety of other resources and uses. (75 pages)
(ELR ORDER # 61776)

Final Date

Clarkdale-Williams Highway 12/29

Arizona
County: Coconino Yavapai
Proposed is the construction of a new highway on National Forest land to extend State Route 279 from its present northern terminus near Clarkdale, Arizina, to a new terminus 23 miles south of Williams, Arizona at the Yavapai/Coconino County line. The highway extension would involve the construction of approximately 21 miles of new highway northwest from Clarkdale and would connect with the 23-mile section of a paved County Road S-211. Seven hundred acres of grazing land would be removed. (125 pages)
COMMENTS MADE BY: COE FPC DOI DOT
state and local agencies
(ELR ORDER # 61797)

North End Planning Unit, Deerlodge N.F. 12/10

Montana
County: Granite Powell
Proposed is the implementation of a revised Multiple Use Plan for the North End Planning Unit of the Deerlodge National Forest in Montana. The 41,804-acre unit will be subdivided in the following manner: 4134 acres of roadless area, 1573 acres for dispersed recreation, 3710 acres for a big game winter range, 5134 acres for protection of watershed, and 27,253 acres in various combinations for timber, wildlife, recreation, livestock and water values. Negative effects include disturbance of soil, vegetation, water, and wildlife.
(308 pages)
COMMENTS MADE BY: DOI USDA EPA
state agencies

concerned citizens
(ELR ORDER # 61734)

Selway-Bitterroot Wilderness Fire Management 12/27

Montana Idaho
This statement discusses a proposal to allow some fires in the Selway-Bitterroot Wilderness (SBW) to go unsuppressed so that fire may more nearly play a natural role in shaping, maintaining, and directing ecosystem development in the SBW. The proposal will directly affect Bitterroot, Clearwater, Lolo, and Nezperce National Forest personnel who have administrative responsibility in the SBW. The potential exists for adverse impacts on airshed and the social system including SBW users, permittees, and adjacent and included landowners. (229 pages)
COMMENTS MADE BY: HUD
state and local agencies
concerned citizens
(ELR ORDER # 61784)

Rural Electrification Administration

Final Date

Spurlock Station Unit 2 and Transmission 12/06

Kentucky
County: Mason
The action relates to the use of guaranteed loan funds to finance the construction of Spurlock Unit No. 2, related substations, and related transmission lines from the generating station, in Mason County, Kentucky. The project includes construction of a 500 MW coal-fired steam electric generating unit at the existing station, 58 miles of new 354 kV transmission line to the new 345/138 kV substation at Avon, and 13 miles of 345 kV tieline to the Stuart Plant. Adverse impacts of the project include the release of oxides of nitrogen and sulfur and particulates from the burning of coal, and visual intrusion of the transmission lines. (415 pages)
COMMENTS MADE BY: USDA DOI EPA
state and local agencies
concerned citizens
(ELR ORDER # 61707)

Soil Conservation Service

Draft Date

Little Auglaize River Watersheds 12/20

Ohio
County: several
Proposed are projects for watershed protection, flood pre-

vention, and drainage in Mercer, Putnam, and Van Wert Counties, Ohio. Due to project and area similarities, three adjacent watershed work plans (Little Auglaize River, Middle Branch, and Prairie Hoaglin Branch) are jointly covered in this statement. Of the 185.2 miles of channel work planned, 31.5 miles have been completed. Structural measures remaining to be installed consist of 153.7 miles of channel work. Channel construction will disturb 947 acres of woody vegetation, 1,590 acres of cropland, and 26 acres of other land. (145 pages)
(ELR ORDER # 61768)

E. Branch Brandywine Creek Watershed 12/09

Pennsylvania
County: Chester
Proposed is the completion of the Brandywine Creek Watershed Project, which was approved for construction in October 1972. Project actions that have been installed include conservation land treatment, one floodwater retarding dam, and two multiple purpose dams that include storage for flood prevention, water supply, and recreation. The project described in this statement consists only of the land treatment and structural measures remaining to be installed on the East Branch Brandywine Creek Watershed. Adverse effects include relocation of three homes. (93 pages)
(ELR ORDER # 61723)

DEPARTMENT OF COMMERCE

Contact: Dr. Sidney R. Galler
Deputy Assistant Secretary for
Environmental Affairs
Department of Commerce
Washington, D.C. 20230
(202) 967-4335

Draft — Date

Knoxville International Energy Exposition — 12/15

Tennessee
The proposed action is the official recognition of an international exposition themed to energy. This exposition is proposed to be held in the City of Knoxville from May to October in 1982. The purpose of the Exposition is to offer to the citizens of the world a greater comprehension of the effective use of energy and energy resources in the physical field and a more discriminating appreciation of the creative energy in the artistic field. Adverse environmental impacts may include the displacement of the current residents and businesses on the proposed site, and disruption of their lives, lifestyles, and activities. (305 pages)
(ELR ORDER # 61750)

Nat'l Oceanic and Atmospheric Admin.

Final — Date

Coastal Energy Impact Program, Rules & Regs. — 12/20

The proposed action consists of promulgating rules and regulations governing administration of the Coastal Energy Impact Program (CEIP) established by Section 308 of the Coastal Zone Management Act as amended. The CEIP provides financial assistance to meet the needs of coastal states and local communities resulting from specified activities, and improves the decision-making process for managing the social, economic, and environmental consequences resulting from coastal energy activity. Adverse impacts will be localized, and will be limited to those associated with actual operation of public facilities to be financed under 308(b) and (d). (35 pages)
COMMENTS MADE BY: CEQ USDA DOC HEW DOI DOT EPA FPC NRC
state and local agencies
concerned citizens
(ELR ORDER # 61767)

DEPARTMENT OF DEFENSE, Air Force

Contact: Dr. Billy Welch
Room 4D 873, The Pentagon
Washington, D.C. 20330
(202) OX 7 - 9297

Final — Date

AWACS Beddown at Tinker AFB — 12/15

Oklahoma
County: Oklahoma
The proposed action is to beddown a new wing of the E-3A, AWACS aircraft at Tinker AFB, Oklahoma. The first AWACS aircraft is programmed to arrive in March 1977 with the full complement of 34 aircraft assigned by 1981 assuming timely Congressional approval for their production. The proposed action will also result in the alteration and new construction of facilities at Tinker AFB. Adverse impacts associated with the beddown are related to the operational characteristics of the E-3A aircraft in terms of noise and engine emissions. (399 pages)
COMMENTS MADE BY: EPA HEW HUD DOT DOI
state and local agencies
concerned citizens
(ELR ORDER # 61751)

DEPARTMENT OF DEFENSE, Army

Contact: Mr. George A. Cunney, Jr.
Acting Chief, Environmental Office
Directorate of Installations
Office of the Deputy Chief of Staff
for Logistics
Washington, D.C. 20310
(202) OX 4-4269

Draft — Date

RDX/HMX Expansion Facility — 12/10

Oklahoma Tennessee Indiana
The proposed action consists of constructing and operating a large chemical/industrial complex to manufacture the explosives RPX (Research Department Explosive) and HMX (High Melting Explosive) and various blended products. The final site selected will be capable of accomodating a total of four RDX/HMX lines. Three sites are still in contention for the facility: McAlester Naval Ammunition Depot in southeastern Oklahoma; Milan Army Ammunition Plant in west-central Tennessee; and Newport Army Ammunition Plant in west-central Indiana. (450 pages)
(ELR ORDER # 61725)

Operation TNS, North-South Tooele Depot — 12/02

Utah
County: Tooele
Proposed is the transporting of approximately 770 tons of cargo, of which 175 tons is toxic chemicals. This materiel will be unloaded onto 27 cans at Tooele Army Depot (North Area) and moved to Tooele Army Depot (South Area) where it will be unloaded and placed in storage. The movement will involve travel of approximately 15 miles on Union Pacific Railroad outside the boundaries of the depot through a sparsely populated area. The primary environmental impact is the removal of all toxic chemicals from storage facilities at Tooele Army Depot, South Area. (45 pages)
(ELR ORDER # 61703)

Operation DTS, Dugway Proving Ground-Tooele Depot — 12/02

Utah
County: Tooele
Proposed is the movement of approximately 115 tons of chemical munitions and storage containers filled with toxic chemicals in 11 cargo vehicles accompanied by 12 additional escort/support vehicles. This motor convoy will travel the 55 miles from the Carr Facility, Dugway Proving Ground to the Tooele Army Depot, South Area. The primary environmental impact is the removal of all toxic chemicals from storage facilities at Dugway Proving Ground to existing storage facilities at Tooele Army Depot. (80 pages)
(ELR ORDER # 61704)

DEPARTMENT OF DEFENSE, Army Corps

Contact: Dr. C. Grant Ash
Office of Environmental Policy Development
Attn: DAEN-CWR-P
Office of the Chief of Engineers
U. S. Army Corps of Engineers
1000 Independence Avenue, S. W.
Washington, D. C. 20314
(202) 693-6795

Draft — Date

Gr. Lakes-St.Lawrence Seaway Nav. Season Exten.(2) — 12/07

The Secretary of the Army, acting through the Chief of Engineers, is in the process of conducting a Survey Study and a Demonstration Program directed toward evaluating the feasibility of extending the navigation season on the Great Lakes-St. Lawrence Seaway System. The Demonstration Program has been conducted during the past five winter seasons and will terminate on 31 December 1976. This EIS consists of an Interim Feasibility Report concerning this extension. (Detroit District) (75 pages)
(ELR ORDER # 61716)

Missouri R. Main Stem System, O&M — 12/27

Proposed is the continued operation and maintenance of the Missouri River main stem system consisting of six major dams existing for the multipurposes of flood control, irrigation, hydroelectric power generation, navigation, municipal and industrial water supply, fish and wildlife enhancement, and water control. The states which are primarily affected are Montana, North Dakota, South Dakota, Nebraska, Colorado, Wyoming, Kansas, Iowa, Missouri, and Minnesota. (Omaha District) (225 pages)
(ELR ORDER # 61786)

Poteau River Small Navigation Project — 12/14

Arkansas
The proposed project consists of channel improvement and maintenance of the lower 1.7 miles of the Poteau River for navigation. Plans call for the addition of a turning basin, dredging, clearing and snagging, removal of abandoned structures (unused railroad bridge pier and water intake structure) in the waterway and widening the mouth. Adverse effects include possible increased water pollution because of increased barge traffic. Disturbance of the aquatic and terrestial ecosystems by dredging and spoil disposal will also result. (Tulsa District) (20 pages)
(ELR ORDER # 61741)

North Point Park/Marina 12/21

California
County: San Francisco
Proposed is the construction of a major commercial/ recreational complex at the Port of San Francisco's northern waterfront. The project will include restaurants, retail shops, a marina, a parking garage, and open space/park areas adjacent to and including Piers 37, 38, and 41. Adverse effects include increased local traffic, sedimentation from the construction of breakwaters, and air, water, and noise pollution. (San Francisco District) (219 pages)
(ELR ORDER # 61774)

Lucky Peak Modification, Boise River 12/28

Idaho
The proposed action is to add hydroelectric power production to the existing Lucky Peak Dam, Idaho. This would involve the construction of a side tunnel from the existing outlet tunnel and the construction of a new powerhouse near the outlet. The powerhouse would contain five generating units having a total rated capacity of 75 megawatts. The project is located on the Boise River approximately 10 miles upstream from Boise. Effects include the possibility of a surge tank requirement which would adversely affect the aesthetics of the area. (Walla Walla District) (30 pages)
(ELR ORDER # 61791)

George's R. Maintenance Dredging, Thomaston 12/27

Maine
The proposed action calls for maintenance dredging on George's River along the entire project length, restoring the channel to a depth of 10 feet mean low water, to accomodate present navigational needs. Approximately 11,000 cubic yards of material will be removed by hydraulic dredge. Adverse effects include the killing of immobile and slow moving biota in the immediate area to be dredged. Disturbance of the estuary bottom and suspension of sediments will also result. (New England Division) (30 pages)
(ELR ORDER # 61782)

Sebewaing River, O&M of Navigation & Flood Control 12/10

Michigan
Proposed is a plan for the operation and maintenance of navigation and flood control facilities on the Sebewaing River, Michigan. The proposed action calls for the maintenance dredging of the Sebewaing River navigation and

flood control channel, repair of stop-logs and other structures forming the flood protection project, maintenance of navigation structures protecting the channel, and, as necessary, dynamiting the ice jams to prevent flooding of the village of Sebewaing. Dredging and disposal activities will have temporary adverse effects on water quality, organisms living in and on the bottom sediments, and aesthetics. (Detroit District) (125 pages)
(ELR ORDER # 61733)

Redwood River Flood Control, Marshall 12/08

Minnesota
County: Lyon
Proposed is a flood control project on the Redwood River at Marshall, Minnesota. The recommended plan consists of about 3.6 miles of levee, 0.9 miles of channel modification and attendant overflow and interior drainage works to provide a 100-year degree of protection against flooding. Related recreational improvements will include a 6-mile long cross-country ski trail, improvements to outdoor games area, and picnicking facilities. Long-term adverse effects include the conversion of 15.8 acres of agricultural land. The project will require a total of 47.5 acres of land. (St. Paul District) (61 pages)
(ELR ORDER # 61722)

Pembina River, Clearing & Snagging 12/01

North Dakota
County: Cavalier Pembina
Proposed is the clearing and snagging of 33 miles of the Pembina River between Neche and Pembina, North Dakota. Plans call for the removal of dead and leaning trees with exposed root systems and surface debris and some submerged debris from the primary channel of the river. Some brush would be cut. The proposed project is expected to reduce flooding on approximately 760 acres of land. (St. Paul District) (40 pages)
(ELR ORDER # 61699)

Dalles to Vancouver Channel, Columbia River 12/22

Oregon Washington
Proposed is the continued maintenance of the navigation channel between Vancouver and The Dalles (River Mile 106 to River Mile 190) on the Columbia River to a 17-foot depth and 300-foot width and continuation of the present permit process in the same area. Included is the maintenance of pile dikes and other small navigation projects conducted by the Corps of Engineers within the project area. Locations of previous and future dredge and disposal sites are outlined. Adverse effects include removal of river bottom habitat and organisms. (Portland District)
(75 pages)
(ELR ORDER # 61776)

Yakima-Union Gap Flood Damage, Columbia R. 12/27

Washington
County: Yakima
The proposed project calls for the improvement of 7.3 miles of existing right and left bank levees along the Yakima River, extending from the confluence of the Naches and Yakima Rivers downstream to the Highway 24 Bridge. The project also involves the construction of new levees and flood control structures immediately downstream of the Highway 24 Bridge, including a 2.5 mile left bank levee and a 1.1 mile right bank levee. Effects resulting from construction on 58 acres of land include the elimination of about 17 acres of important wildlife habitat and also wildlife.
(Seattle District) (160 pages)
(ELR ORDER # 61788)

Final Date

Talkeetna, Flood and Bank Erosion Control 12/08

Alaska
The proposed action is the construction of flood control structures on the Talkeetna River, Alaska. The project involves construction of a 600-ft. dike, 740 feet of bank grading and seeding, and 1,660 feet of rock revetment. The purpose of the structural measures is to prevent bank erosion by flood waters of the Talkeetna and Susitna Rivers. Approximately two acres of vegetation along the riverbanks will be lost. (Anchorage District) (86 pages)
COMMENTS MADE BY: DOI DOC USDA DOT EPA
state and local agencies
concerned citizens
(ELR ORDER # 61721)

Gulf Intracoastal Waterway, Pearl to Apalachee Bay 12/16

Florida Mississippi
The statement concerns the continued operation and maintenance to authorized dimensions of the Gulf Intracoastal Waterway from Pearl River, Louisiana-Mississippi to Apalachee Bay, Florida. Primary adverse effects include loss of benthic communitity in the dredged material; turbidity, mudflows, and lower water quality in the area of the cutterhead and open water disposal sites; and displeasing appearance of the fast land disposal sites. (Mobile District) (313 pages)
COMMENTS MADE BY: USDA DOC HEW HUD DOI DOT EDA USCG
state and local agencies
concerned citizens
(LLR ORDER # 61732)

Final — Date

Barbers Point Harbor — 12/14

Hawaii
County: Oahu
Proposed is the construction of a deep draft harbor at the authorized Barbers Point site, Oahu, Hawaii. The harbor would be excavated inland from the shore, creating a 94-acre basin which would accomodate presently used vessels as well as those expected to call at Oahu ports over the project life of 50 years. This proposed harbor will, in combination with Honolulu Harbor, provide port facilities to meet the Oahu waterborne commerce needs for the 50-year planning period. Adverse effects include the destruction of at least 5 cultural sites, removal of about 6-12 acres of land from cane production, and the adverse visual impact of the dredged material stockpile. (130 pages)
COMMENTS MADE BY: AHP HEW DOD DOC DOI DOT EPA USN HUD
state and local agencies
concerned groups and persons
(ELR ORDER # 61742)

Redmond Dam & Reservoir, Marion and Council Grove — 12/10

Kansas
County: Lyon Coffey
This statement proposes a project for operation and maintenance of John Redmond Dam and Reservoir, Marion and Council Grove Lakes, Kansas. The activities would consist of reservoir regulation, flood control, management of land resources and facilities, management of leases, easements and other outgrants, and project management and maintenance activities. Adverse impacts include soil erosion and/or compaction due to heavy recreational use, traffic in unauthorized areas, and alterations of the natural environment through recreational development and other minor construction activities. (Tulsa District)
(120 pages)
COMMENTS MADE BY: EPA HUD DOI DOT USDA AHP
state agencies
concerned individuals
(ELR ORDER # 61731)

Muskegon Harbor, Mitigation of Shore Damage — 12/21

Michigan
County: Muskegon
This project entails the establishment and maintenance of seven beach nourishment supply sites to provide immediate and continued relief to damaged shore areas in the vicinity of Muskegon Harbor, Michigan. Approximately 70,000 cubic yards of sediment will be dredged from the harbor mouth and deposited in seven selected sites. Benthos at the nourishment sites will be smothered and operations will

cause temporary migration of fish due to turbidity, small losses of benthic life at the dredging site, and temporary construction disruption. (Detroit District) (210 pages)
COMMENTS MADE BY: USDA DOC AHP EPA FPC DOT DOI
state and local agencies
concerned citizens
(ELR ORDER # 61773)

Great South Bay, Patchogue River 12/24

New York
Proposed is the maintenance dredging of the existing Federal navigation project in Great South Bay, the Patchogue River, and the Long Island Sound Intracoastal Waterway, to their authorized dimensions. There will be adverse impact to marine biota.
(New York District) (25 pages)
COMMENTS MADE BY: EPA DOI HEW USN AHP USDA DOT DOC
state and local agencies
concerned citizens
(ELR ORDER # 61744)

Dunkirk Harbor Navigation Improvements 12/22

New York
County: Chautauqua
The proposed project for small-boat harbor improvements at Dunkirk Harbor includes the construction of two rubble-mound breakwaters and a footbridge, the dredging of four channels and one mooring basin, and the removal of 83,000 cubic yards of bottom sediments. Adverse impacts will be the elimination of 4.7 acres of bottom habitat; the disturbance of 12.6 acres of benthic habitat; the disruption of recreational activities during dredging; and increased noise, dust, odors, turbidity, and traffic during construction. (Buffalo District) (235 pages)
COMMENTS MADE BY: USCG USDA DOT EPA DOI DOC
(ELR ORDER # 61779)

Marianna and Vicinity Flood Prevention 12/01

Pennsylvania
County: Washington
The statement proposes a local flood protection project for Marianna and W. Zollarsville, Penn. The project consists of 7800 feet of channel modification on Tenmile Creek. Adverse impacts of the project consist of reduced diversity of channel morphology, elimination of deep pools, removal of streambank vegetation, suspended solids and sedimentation, and replacement of limited woodland habitat with open field habitat. (Pittsburg District)
(105 pages)
COMMENTS MADE BY: USDA EPA DOC HUD FPC ORBC
state and local agencies

concerned citizens
(ELR ORDER # 61698)

Loyalsock Township Local Flood Protection 12/07

Pennsylvania
County: Lycoming
The proposed project provides for the utilization of the proposed Williamsport Beltway highway to double as a levee for flood protection in Loyalsock Township, Pennsylvania. The subject project will provide commercial, industrial, and residential development subject to flooding during high waters and directly affected by flooding during the 1972 flood. Adverse effects include soil erosion and sedimentation. (Baltimore District) (128 pages)
COMMENTS MADE BY: DOI EPA HUD USDA HEW
state and county agencies
industry and private individuals
(ELR ORDER # 61717)

Brazos River Basin Lakes, O&M 12/16

Texas
County: Several
This statement reviews the environmental impacts of the operations, maintenance and management programs at 5 completed and operating reservoir projects: Whitney Lake, Waco Lake, Proctor Lake, Stillhouse Hollow Dam and Lake, and Somerville Lake, all in the Brazos River Basin, Texas. These programs include flood control, water conservation, power generation, and management of lands and waters for various forms of recreation. Adverse effects of the programs include the killing of terrestrial wildlife by the impoundment of floodwater, the damaging of grasses and trees by prolonged storage of floodwater, and pressure due to heavy recreational use. (Fort Worth District) (195 pages)
COMMENTS MADE BY: EPA FPC USDA HUD DOC HEW DOI DOT AHP
state and local agencies
concerned citizens
(ELR ORDER # 61753)

Captain's Cove Development, Chincoteague Bay 12/06

Virginia
County: Accomack
Proposed is the granting of a permit for dredge and fill operations at Captain's Cove Development, a recreational second home development which is currently under construction on the navigable waters of Chincoteague Bay. The permit will allow construction of water-oriented recreational facilities and the development of waterfront property. Adverse impacts which have already taken place or will take place include the loss of salt marsh areas and the induced development of homes within the flood plain.
(Norfolk District) (350 pages)

COMMENTS MADE BY: EPA DOC DOI AHP USDA HUD
state and local agencies
concerned citizens
(ELR ORDER # 61705)

Supplement — Date

Camp Nine Rd. Relocation, New Melones Lake (S-1) — 12/10

California
County: several
This statement supplements a final EIS filed with CEQ in July, 1972 concerning the New Melones Lake Project on the Stanislaus River, California. Proposed is the relocation of about 1 mile of the Camp Nine Road and construction of a replacement bridge about 500 feet long. Adverse effects include the disturbance of two cultural resource sites, the destruction of one cultural site, and the alteration of the natural setting of seven other cultural resource sites. Approximately 8 acres of land will be disturbed by construction, and some existing vegetation and wildlife habitat will be removed. (Sacramento District) (20 pages)
(ELR ORDER # 61739)

Stockton Lake, Sac R., Downstream Flooding (S-1) — 12/14

Missouri
County: Cedar
Proposed is the acquisition of sloughing easements over 1,337 acres of land in the vicinity of Stockton Lake, Sac River, Missouri. The project includes construction of a channel cutoff, and limitation of hydropower releases for purposes of controlling downstream flooding damages. Construction of the cutoff would disrupt fish and wildlife habitat in Horshoe Bend. Power releases would flood 250 acres of wildlife habitat and 385 acres of crop and pastureland would be flooded or isolated. (Kansas City District) (142 pages)
(ELR ORDER # 61746)

Grays Harbor & Chehalis R. Navigation Project (S-1) — 12/06

Washington
County: Grays Harbor
The proposed action is the relocation 6,000 feet south of the Sand Island Reach of the existing navigation channel at Grays Harbor, Washington. The project will also realign the reach with prevailing flood and ebb tide currents. Initial dredging of an estimated 3.0 million c.y. and annual maintenance dredging of 300,000 c.y. will be required. The project will result in a net gain of 16.9 acres of maline habitat. Adverse effects include destruction of bottom dwelling organisms, increased turbidity, and impacts to habitat and organisms contiguous to the channel. (Seattle District) (65 pages)
(ELR ORDER # 61708)

ENVIRONMENTAL PROTECTION AGENCY

Contact: Ms. Rebecca W. Hanmer
Director, Office of Federal Activities
Room WSMW 537, 401 M Street, S.W.
Washington D.C. 20460
(202) 755-0780 (stop 460)

Draft — Date

Henderson 201 Wastewater Treatment System — 12/07

North Carolina
County: Warren Franklin Vance
Proposed is the development of a wastewater treatment system to service the Greater Henderson area in North Carolina. The project consists of the necessary facilities to process and treat approximately 3.7 million gallons per day (MGD) of water. The major environmental impacts resulting from implementation of any of the three alternatives considered will be those associated with the water quality downstream of wastewater treatment plant discharges. (Region IV) (273 pages)
(ELR ORDER # 61713)

Norman Sewage Treatment Upgrade — 12/27

Oklahoma
County: Cleveland
The City of Norman, Oklahoma has received Federal Grant Assistance for the enlargement and upgrading of the existing sewage treatment plant, enlargement of several existing lines that are overloaded, and extension of sewage collection facilities into areas outside the presently urbanized sections of the city. The first two portions of this project have been completed; the third has not. An EPA evaluation has determined that construction of sewage collection systems outside the urbanized sections of the city would be detrimental. The EPA has therefore decided to withdraw the remaining approved construction funds. (Region VI) (139 pp)
(ELR ORDER # 61789)

Final — Date

Emission Standards for New Light Duty Trucks — 12/29

The EPA is proposing to set more stringent emission standards for new light duty trucks, and to enlarge the current light duty truck class to include trucks up to 8500 pounds gross vehicle weight rating (GVWR). The proposed standards which would apply to trucks up to 8500 pounds GVWR are 1.7 grams/mile hydrocarbons, 18g/m carbon monoxide, and 2.3 g/m oxides of nitrogen. The standards are being proposed for 1978 and later model light duty

trucks. (120 pages)
COMMENTS MADE BY: DOD DOT ERDA
state agencies
private companies
(ELR ORDER # 61793)

Greeley Region Wastewater Management 12/07

Colorado
County: Weld
Proposed is the granting of funds to Greeley, Colorado for the construction of wastewater treatment facilities. The City of Greeley has recommended the building of a regional wastewater treatment facility in the Delta agricultural area east of the city near the confluence of the Cache La Poudre and South Platte Rivers. The initial phase would include construction of a 4 million gallon/day modular plant. The existing 6 million gal./day activated sludge portion of the First Avenue plant would be upgraded as necessary and the trickling filter on the south side would be deactivated. Adverse impacts include odor, flooding, and potential secondary impacts from induced growth. (Region VIII) (363 pages)
COMMENTS MADE BY: DOI USDA FEA COE HUD HEW
state and local agencies
concerned citizens
(ELR ORDER # 61709)

Aspen/Snowmass 201 Wastewater Facilities 12/10

Colorado
County: Aspen
Proposed is a regional wastewater treatment plant in the combined Aspen and Snowmass resort areas, Colorado. The principal river drainage for the area is the Roaring Fork River which is threatened by increased future discharges from point (sewage plant) and nonpoint (runoff) sources. In Aspen the closing of the older of the 2 existing plants is recommended and in Snowmass capacity will be increased in 1977 from 0.8 to 1.6 mgd. Because the 201 project is not considered a growth stimulant adverse impacts will be minimal. (Region VIII) (125 pages)
COMMENTS MADE BY: HEW DOI HUD USDA FEA
state and local agencies
concerned citizens
(ELR ORDER # 61738)

FEDERAL ENERGY ADMINISTRATION

Contact: Dr. Robert Stern
Director, Office of Environmental Impact
Federal Energy Administration
New Post Office Building, Room 7119
12th and Pennsylvania Avenue, NW
Washington, D.C. 20461
(202) 566-9760

Draft — Date

Naphtha Allocation-SNG Production, Indiana Gas — 12/23

Indiana
County: Marion
Proposed is an allocation of naphtha feedstock of approximately 3.8 million barrels per year to the Indiana Gas Company for operation of its proposed synthetic natural gas (SNG) plant in Pike Township, a rural suburb of Indianapolis, Indiana. The allocation would enable construction of the plant with a completion date projected for late 1979. With an expected SNG output of 20,820,000 Mcf per year this plant will provide approximately 20% of the total gas supply available to Indiana Gas when in operation. Twenty-five acres of open fields and woods will be committed to industrial use. (125 pages)
(ELR ORDER # 61781)

Final — Date

Strategic Petroleum Reserve — 12/17

Proposed is the implementation of the Strategic Petroleum Reserve, Title I, Part B of the Energy Policy and Conservation Act of 1975. The purpose of the Reserve is to mitigate the economic impacts of any future interruptions of petroleum impacts. One hundred fifty MMB of oil will be stored by 1978 in the Early Storage Reserve, and 500 MMB will be stored by 1982 under the full program. Oil will be stored underground in solution-mined salt cavities, conventional mines, or above ground in tanks. Potential adverse impacts include the degradation of surface water quality from construction runoff, increased dredging, and more frequent oil spills. (685 pages)
COMMENTS MADE BY: USDA DOC DOI DLAB TREA EPA NRC TVA
(ELR ORDER # 61761)

Bayou Choctaw Salt Dome - SPR — 12/17

Louisiana
County: Iberville
Proposed is the implementation of the Strategic Petroleum Reserve (SPR) Title I, Part B of the Energy Policy and Conservation Act of 1975 through the development of a 99 million barrel crude oil storage facility at the Bayou

Choctaw salt dome. The purpose of the SPR is to mitigate the economic impacts of any future interruptions of the petroleum imports. Under the initial phase of the SPR, referred to as the Early Storage Reserve (ESR), 150 million barrels of oil will be stored by 1978. This site-specific EIS analyzes the environmental impacts caused by site preparation and operation. Adverse effects include water quality degradation and the risk of oil spills. (486 pages)

COMMENTS MADE BY: COE DOT TREA AHP EPA FPC
NRC TVA
state and local agencies
concerned citizens

(ELR ORDER #61760)

FEDERAL POWER COMMISSION

Contact: Dr. Jack M. Heinemann, Acting Asst. Director for Environmental Quality
441 G Street, N.W.
Washington, D.C. 20426
(202) 275-4791

Supplement — Date

El Paso, Transco LNG Terminal, N.J. (S-1) — 12/01

New Jersey
This statement supplements a final EIS filed with CEQ in June 1976. The proposed action was to grant authority to El Paso Eastern Co. and Transco Co. for importation of LNG from Algeria to a proposed terminal in Gloucester County, New Jersey. The supplement contains the results of additional risk analysis studies, which conclude that risks of 10 fatalities per exposed person per year constitute an unacceptable risk and therefore the Transco project should not be approved. (90 pages)
(ELR ORDER # 61697)

DEPARTMENT OF HUD

Contact: Mr. Richard H. Broun
Director, Office of Environmental Quality
Room 7258
451 7th Street, S.W.
Washington, D.C. 20410
(202) 755-6308

Draft — Date

Clovis Heights/Cougar Estates #10-13 Development — 12/27

California
County: Fresno
Proposed is the ultimate development of a primarily vacant parcel of land into a 135 acre residential subdivision of slightly over 500 dwelling units to be designated "Clovis Heights". The first phase of 35 acres is to contain 136 units. Also proposed is the development of a second primarily vacant parcel into a residential subdivision of slightly over 500 dwelling units in four phases. This development is designated "Cougar Estates" #10-13; the first phase of 35.4 acres is already being developed into 147 units. Conversion of vacant grazing and farming land to urbanized residential development will result. (100 pages)
(ELR ORDER # 61785)

Leslie Estates Development, Dade County — 12/07

Florida
County: Dade
Proposed is a Planned Unit Development covering 455 acres in Dade County, Florida. The development will consist of some 770 single family detached units, 929 townhouse units, 275 low density garden apartments, and 1728 high density garden apartments. There will also be a neighborhood shopping complex, an office park, and a 20-acre school-park site. The development is bounded on the north by Snake Creek Canal, on the east by N.W. 27th Avenue, on the south by N.W. 191st Street, and on the west by N.W. 37th Avenue. Adverse effects include construction disruption. (30 pages)
(ELR ORDER # 61715)

Bent Tree Planned Unit Development — 12/20

Florida
County: Dade
The proposed project is a 320-acre Planned Unit Development in Dade County, Florida. The development will contain approximately 1095 town house units, 196 quadraplex units, and 247 single family detached cluster residences, for a total of 1925 residential units. There will be recrea-

tional facilities consisting of two lakes, tot lots, a school-park site, and common green areas. There will also be a commercial site near the center of the development. Adverse effects include noise and air pollution.
(95 pages)
(ELR ORDER # 61765)

Oak Tower, Oak Park 12/17

Illinois
County: Cook
Proposed is the granting of FHA Mortgage Insurance for 44 residential units in a 37 story high rise structure on Lake Street and Forest Avenue in Oak Park, Illinois. The project is designed to meet the housing needs of the area, which has excellent mass transit and commercial facilities. Adverse impacts are increased traffic on residential streets, and the potential stimulation of a trend of high intensity development. (327 pages)
(ELR ORDER # 61754)

Belinda City Subdivision, Wilson Co. 12/07

Tennessee
County: Wilson
Proposed is the granting of an application by Belinda City, Inc., a private development company, for HUD Subdivision Feasibility Analysis. The purpose of such application is to attempt to qualify proposed housing construction for GHA Home Mortgage Insurance and VA Home Loan Guarantees. The site of the proposed development is within two miles of the Nashville-Davidson County line, and its development will affect both Wilson and Davidson Counties in Middle Tennessee. Marginally productive agricultural and woodlands will be converted into a primarily residential community. (100 pages)
(ELR ORDER # 61712)

Final Date

Woodside Village, West Covina - Walnut 12/01

California
County: Los Angeles
Proposed is the development of a planned residential area incorporating public and commercial land uses and containing 2218 acres, 12,000 dwelling units, and an ultimate population estimated at 35,100. The project is located 28 miles east of the Los Angeles Civic Center, 4 miles south of the San Bernardino Freeway, and 2 miles north of the Pomona Freeway in the southerly portion of the City of West Covina and the westerly portion of the City of Walnut. HUD involvement in this project relates to the provision of mortgage insurance for the purchase of one-to-four family dwellings and financing of multi-family dwellings. (162 pages)

COMMENTS MADE BY: AHP EPA DOT
state and local agencies
concerned citizens
(ELR ORDER # 61696)

Mei Lun Yuen Development, San Francisco 12/14

California
County: San Francisco
Proposed is a project for the Mei Lun Yuen Redevelopment of the Chinatown Redevelopment area in San Francisco, California. The action calls for parcel redevelopment into an elderly highrise apartment building containing 140 units with 10,000 square feet retail commercial space at ground level; 35 family flats in four buildings; and a five-story commercial parking lot. The project is to be constructed in the Chinatown Urban Renewal Area portion of the block bounded by California, Powell, Sacramento, and Stockton Streets. Adverse effects include increases in air and noise pollution, and loss of open space. (242 pages)
COMMENTS MADE BY: EPA HEW AHP DOI VA DOT FPC USDA GSA
state and local agencies
concerned citizens
(ELR ORDER # 61748)

Section 104(h)

Draft Date

Lowndes Co. Rural Water System Improvements 12/27

Alabama
County: Lowndes
Proposed is the extension of residential water service to several areas of the unincorporated Lowndes County area. This action will involve three separate projects: 1)Tri-System Improvements (interconnection of the Mosses, Corsby, and Black Belt Water Systems); 2)the Steep Creek Project (extension of water lines to rural residential developments east of Hayneville); and, 3)the Russell School Project (extension of water lines to rural residential developments southeast of Hayneville). Few adverse effects are anticipated. (85 pages)
(ELR ORDER # 61783)

Santa Cruz Riverpark, Tucson 12/27

Arizona
Proposed is a master plan for the Santa Cruz Riverpark in Tucson, Arizona, to be implemented over a ten to fifteen year period. The Riverpark is located west of Interstate highways I-10 and I-19 between the north limits of the City of Tucson at Camino del Cerro and the south City limits at Los Reales Road. Five major

categories of interest are included in the project: land use, recreation, water management, other resource management, and implementation. Impacts, both beneficial and adverse, are discussed at length. (450 pages)
(ELR ORDER # 61790)

Winston-Salem State Univ., Community Proj. #3 12/10

North Carolina
County: Winston-Salem Forsyth
Proposed is the Greater Winston-Salem State University Community Development Project #3. The project area is bounded by I-40 on the north, Salem Creek on the south, U.S. 52 on the west and an irregular line crossing the Winston-Salem State University campus and following Stadium Drive on the east. Special activities proposed include acquisition, relocation, clearance, and site improvements on 12.81 acres of residential land. The land will provide right-of-way for the relocation of Stadium Drive south of Claremont Avenue and 8.25 acres for expansion of the Winston-Salem State University campus.
(105 pages)
(ELR ORDER # 61730)

Final Date

Union Community Water System 12/10

Alabama
County: Greene
The proposed project consists of a water supply system designed to serve the most heavily populated and developed rural areas of north Greene County, Alabama. This project forms the core of the proposed Union-Snoddy-Mantua Water System. The proposed system calls for construction of mains of 6" and 3" in the rights-of-way of existing roadways. Also, various sized smaller lines are proposed for the distribution system, all to be located in road rights-of-way. A standpipe storage reservoir of approximately 100,000 gallons would be necessary for a two day supply with an allowance of 100% for growth. Few adverse effects are anticipated. (50 pages)
COMMENTS MADE BY: USDA EPA HEW
state and local agencies
(ELR ORDER # 61724)

Pensacola Senior Citizens Center 12/10

Florida
County: Escambia
Proposed is the construction of a Senior Citizens Center in the City of Pensacola, Florida. The 12-15,000 sq.ft. facility, located in the western watershed of Bayou Texar, will house a social hall/theater with seating for approximately 200 persons; 2 club rooms; a solarium; a game room

and snack area; kitchen, arts and crafts rooms; restrooms; and administrative offices. The construction of the Center will result in offsite erosion and sedimentation, increase in noise and air pollution, and loss of .35 acre of ground cover (27 pages)
COMMENTS MADE BY: EPA
(ELR ORDER # 61729)

Lake Alma Project, Georgia 12/29

Georgia
County: Alma-Bacon
The purpose of the proposed project is to construct and develop a 1,400-acre public reservoir principally to provide water-oriented outdoor recreation opportunities in Alma-Bacon County, Georgia and the surrounding area. Adverse effects include erosion and slumping of the banks, sedimentation in the reservoir, and increased noise levels. Elimination and inundation of approximately 1,400 acres of bay and branch swamp habitat would also result. (324 pages)
COMMENTS MADE BY: AHP USDA COE FPC DOI
(ELR ORDER # 61792)

Henderson, Texas, Sewer Improvements 12/01

Texas
This statement refers to the application by the City of Henderson for Community Block Grant Funds to construct sewer line improvements. The project would be constructed in the western portion of Henderson and would extend along Highway 64 to Richardson Drive. It would provide facilities for 492 low and moderate income persons who are presently served by outdoor toilets, septic tanks, or one lift station. Adverse effects include destruction of vegetation, possible erosion and stream pollution, and increases in noise and air pollution due to construction activity.
(44 pages)
COMMENTS MADE BY: COE DOI EPA AHP
state and local agencies
concerned citizens
(ELR ORDER # 61687)

Supplement Date

Crawford Heights, Martins Perry (S-1) 12/22

Ohio
County: Belmont
This statement supplements a final EIS filed with CEQ in September 1976. The supplemental information pertains to comments submitted on the project by the Sunset Heights Community Center dated May 14, 1976.
(50 pages)
(ELR ORDER # 61778)

DEPARTMENT OF INTERIOR

Contact: Mr. Bruce Blanchard
Director, Environmental Project Review
Room 7260
Department of the Interior
Washington, D.C. 20240
(202) 343-3891

Bureau of Indian Affairs

Draft — Date

Mancos Canyon Indian Park — 12/06

Colorado
County: Montezuma
The proposed action is the development of the Mancos Canyon Indian Park that will protect, preserve, and interpret numerous rivers located in Mancos Canyon on the Ute Mountain Ute Indian Reservation. The project includes a modern access road, foot trails, camp facilities in the park, and a modern motel and restaurant near the park entrance. Adverse impacts resulting from the development will be the excavation of ruins, and the introduction of many visitors to a relatively unvisited area. (142 pages)
(ELR ORDER # 61706)

Bureau of Land Management

Final — Date

Lower Cook Inlet, OCS Oil & Gas Lease Sale — 12/07

Alaska
Proposed is the leasing of 152 tracts (.9 million acres) of OCS lands at Lower Cook Inlet, Alaska. The tracts are located offshore of the Kenai Peninsula and the west coast of Lower Cook Inlet with distance to shore ranging from 6 to 22 miles, and at water depths from 35 to 80 meters. If implemented, the sale will be held in early 1977. The major adverse impact is the possibility of accidental or chronic oil spills which would disturb the wildlife and have impacts on onshore development.
(793 pages)
COMMENTS MADE BY: DOC DOT ERDA NRC EPA FPC AHP DOI
state and local agencies
concerned citizens
(ELR ORDER # 61720)

Bureau of Outdoor Recreation

Final — Date

Lewis and Clark National Historic Trail — 12/17

The statement concerns the legislative inclusion of the Lewis and Clark National Historic Trail in the National Trails System. The proposed action on the 3,700 mile route would require easement on 172 acres, resulting in restricted timber harvesting practices, and the development of recreation facilities along 21 components to accomodate increased use. (300 pages)
COMMENTS MADE BY: AHP USDA DOI COE HUD DOT EPA FPC
state and local agencies
concerned citizens
(ELR ORDER # 61757)

Bureau of Reclamation

Draft — Date

S. Nevada Water Project, Second Stage — 12/07

Nevada
County: Clark
Proposed is the second stage of the Southern Nevada Water Project, a water supply system for the Las Vegas area. (Stage One was completed in 1971). The second stage consists of five new pumping plants, modifications to four existing first stage pumping plants, a 2.5-mile long second barrel to the main aqueduct installed beside the first stage, and 30 miles of new aqueduct and pipelines with a capacity of 166,800 acre-feet per year. The State of Nevada plans a major expansion of the Alfred Merritt Smith Water Treatment Facility in conjunction with the second stage. A slight deterioration of the water quality is expected. (140 pages)
(ELR ORDER # 61710)

Final — Date

Oroville-Tonasket Unit Extension, Chief Jos. Dam — 12/14

Washington
County: Okanogan Douglas
Proposed is the replacement of the deteriorated irrigation system of the Oroville-Tonasket Irrigation District, Chief Joseph Dam Project, Washington, with a new buried pipe system. Pumping plants will be installed along the Similkameen and Okanogan Rivers and old facilities will be removed. An increase in streamflow over a 9-mile reach of the Similkameen River will occur with the abandonment of the irrigation district's present diversion structure. Adverse effects include the acquisition of 71.5 acres for project facilities. (99 pages)
COMMENTS MADE BY: DOI AHP COE USDA HUD DLAB DOT
concerned citizens
(ELR ORDER # 61743)

Geological Survey

Final — Date

Crow Indian Ceded Area, Mining & Reclamation — 12/15

Montana
County: Bighorn
Proposed is a strip mining operation for coal at Westmoreland Resources Lease 1420-0252-4088, Crow Indian Ceded Area, Montana. The 20-year plan would authorize mining of 190.6 million tons of coal on a 2151-acre lease area known as Tract III. Coal ownership is by the Crow Tribe of Indians except for Sec. 36, which is owned by the State of Montana. Negative impacts include destruction of the existing land surface, vegetation, and all aquifers above the base of the Robinson Coal, degradation of ground and surface water, and increases in noise and dust. (728 pages)

COMMENTS MADE BY: EPA AHP USDA COE HEW ICC DOT DOI
state and local agencies
concerned citizens
(ELR ORDER # 61752)

National Park Service

Draft — Date

Tuskegee Institute Management Plan — 12/29

Alabama
County: Macon
Proposed is the implementation of a general management plan for Tuskegee Institute National Historic Site in Tuskegee, Alabama. The plan proposes to preserve and interpret this educational resource; protection and preservation of 22 buildings (21 on the historic Tuskegee campus and 1 adjacent to the campus) are involved. A proposal to acquire certain historic properties is also included. No adverse effects are anticipated. (45 pages)
(ELR ORDER # 61796)

Cedar Breaks Proposed Wilderness Classification — 12/01

Utah
County: Iron Garfield Kane
Proposed is a plan for the establishment of a Wilderness Area in Cedar Breaks National Monument consisting of 4830 acres of Federal land, 78.5 percent of the monument. The principal benefit of the program is that of additional legislative protection of this natural area. Adverse effects include restrictions on backcountry facility development and restriction on local water resources development. (65 pages)
(ELR ORDER # 61690)

Final | Date

Electric Distribution Line, McKinley Park | 12/29

Alaska
The National Park Service proposes to grant a right-of-way to Golden Valley Electric Association, Inc., for an electric distribution line to McKinley Park, Alaska, from its present terminus at Healy Roadhouse. The proposed action is for the purpose of providing commercial electric power to McKinley Park and eventually extending service south to Cantwell and Summit, Alaska. Approximately 3100 cubic yards of soil, parent material, and highway fill will be excavated and permafrost may be affected by vegetation clearing with resultant soil creep. Scenic resources will be adversely affected, and development resulting from commercial electric power will affect air quality. (100 pp)
COMMENTS MADE BY: AHP USDA DOI DOT EPA
state agencies
(ELR ORDER # 61798)

INTERNATIONAL BOUNDARY AND WATER COMM.

Contact: Mr. T.R. Martin
Special Asst. U.S. Section IBWC
ARA/MEX
Room 3906 A
Washington, D.C. 20520
(202) 632-1317

Final Date

Amistad Hydroelectric Plant, Rio Grande 12/10

Texas
County: Val Verde
Proposed is the construction and operation of a conventional hydroelectric facility at Amistad Dam and Reservoir on the Rio Grande in Val Verde County, Texas. The plant will provide fast-response energy to a total electric power system covering a large part of southern Texas. Construction activities would cause minor degradation of water quality in the immediate vicinity of the project; produce some beneficial and adverse effects to the economy and way of life within the local community; and consume both renewable and non-renewable resources. (83 pages)
COMMENTS MADE BY: EPA AHP DOC HEW USDA FPC DOI STAT
state and local agencies
concerned citizens
(ELR ORDER # 61736)

INTERSTATE COMMERCE COMMISSION

Contact: Mr. Richard I. Chais
Chief, Section of Energy
and Environment
Interstate Commerce Commission
Rm. 3373
12th and Constitution Ave., N.W.
Washington, D.C. 20423
(202) 275-7692

Draft Date

South Bend-Chicago RR Abandonment 12/29

Indiana Illinois
Proposed is the granting of authority to the Chicago, South Shore and South Bend Railroad (South Shore) to discontinue its passenger train service between South Bend, Indiana, and Chicago, Illinois, a distance of 88 miles. Authority is also requested to abandon trackage rights over a portion of the Illinois Central Gulf Railroad between Kensington Station and Randolph Street, a distance of approximately 14.2 miles in Chicago. Discontinuance of all passenger train service would cause approximately 6,200 weekday and 3,100 weekend riders to seek other modes of transportation.
(ELR ORDER # 61800)

E. Cooper & Berkeley RR Co., Berkeley County Line 12/20

South Carolina
County: Berkeley
Proposed is the granting of authority to South Carolina Public Railways Commission, in behalf of the East Cooper and Berkeley Railroad Company, to construct and operate a line of railroad between a connection with a mainline of the Seaboard Coast Line Railroad at State Junction, located at milepost 393 between Cordesville and Bethera, S.C., and the property of Amoco Chemical Corporation, a distance of 15.5 miles, all within Berkeley County, South Carolina. Construction of this line will require the commitment of approximately 221 acres of undeveloped land. (150 pages)
(ELR ORDER # 61766)

NUCLEAR REGULATORY COMMISSION

Contact: Mr. Benard Rerscne, Director of Division
of Reactor Licensing
P-722, NRC
Washington, D.C. 20555
(301) 492-7373

Draft	Date
Bear Creek Project, Rocky Mtn. Energy Co.	12/29

Wyoming
County: Converse
The proposed action is the issuance of approvals, permits, and licenses to the Rocky Mountain Energy Company for the implementation of the Bear Creek Project. This project consists of certain mining and milling operations involving uranium ore deposits located in Converse County, Wyoming. Mining of uranium from six known ore bodies will take place over a period of ten years; a mill with a nominal capacity of 1000 tons per day will be constructed and operated as long as ore is available. The waste material will be stored on site in an impoundment.
(200 pages)
(ELR ORDER # 61795)

Supplement	Date
3 Mile Island Nuclear Sta. Unit 2 (S-2)	12/23

Pennsylvania
County: Dauphin
This supplement proposes the continuation of construction permit CPPR-66 and the issuance of operating license to Metropolitan Edison Co., Jersey Central Power and Light Co., and the Pennsylvania Electric Co. for the operation of the Three Mile Nuclear Station, Unit 2 near Harrisburg, Pennsylvania. The Unit has a designed thermal rating of 2772 megawatts and a maximum electrical output of 959 megawatts. Two natural draft cooling towers are utilized for dissipating the waste heat from the closed cycle cooling system. (130 pages)
(ELR ORDER # 61780)

North Anna Power Sta., U. 1,2 (S-1)	12/02

Virginia
County: Louisa
This statement supplements a final EIS filed with CEQ in April 1976. The proposed action is the issuance of licenses to the Virginia Electric and Power Company for the startup and operation of the North Anna Power Station, Units 1 and 2, on Lake Anna, 40 miles east of Charlottesville, Virginia. The supplement reviews the information provided by the applicant in an Environmental Report Supplement and re-

vises, where necessary, the original assessment of environmental impacts associated with operation of the North Anna Power Station.
(ELR ORDER # 61702)

DEPARTMENT OF TRANSPORTATION

Contact: Mr. Martin Convisser, Director
Office of Environmental Affairs
U.S. Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590
(202) 426-4357

Federal Aviation Administration

Draft — Date

Kalamazoo Airport, Runway Extension — 12/01

Michigan
County: Kalamazoo
Proposed is runway extension and associated construction at Kalamazoo Municipal Airport, Michigan. The project calls for extension of the north-south runway to a total length of 6,500 feet by adding 800 feet at the north end and 400 feet at the south end of the existing 5,300 foot runway. Plans also include extension of runway and taxiway lighting system, relocation of Instrument Landing System localizer at the north end of the runway, and construction of parallel taxiways to the extended runway segments. Adverse effects include increased noise and air pollution. (240 pages)
(ELR ORDER # 61692)

Final — Date

Noise Reduction Requirements, Subsonic Transport A — 12/10

The proposed action is an amendment of the Federal Aviation Regulations, Part 36 to provide for three stages of noise reduction, to require new applications for type certificates to comply with noise limits more restrictive than those in current Appendix C, and to increase the severity of the acoustical change requirements for airplanes that comply with current Appendix C. These proposals would apply to transport category large airplanes and to turbojet powered airplanes. Minor increases in fuel consumption would result. (88 pages)
COMMENTS MADE BY: EPA HUD DOI NASA
state and local agencies
interested groups and persons
(ELR ORDER # 61727)

C.D. Lemons Field Runway Construction, Tupelo — 12/29

Mississippi
County: Lee
The statement concerns the construction of a new runway and related improvements at the C.D. Lemons Field in Tupelo. The project includes the acquisition of 284 acres of land,

the construction of a new runway and air carrier apron, the expansion of the general aviation apron, the construction of an access road, the relocation of Jackson Street, and the installation of an instrument landing system. Adverse impacts of the project include the relocation of approximately 198 persons and increased noise and pollution levels due to larger jet aircraft use of the airport. (200 pages)
COMMENTS MADE BY: EPA DOI HUD USDA HEW DOT
state and local agencies
(ELR ORDER # 61799)

Federal Highway Administration

Draft — Date

P.A. Primary Route 662, Sangamon County — 12/07

Illinois
County: Sangamon
Proposed is the financing, with Federal-Aid matching funds, of the construction costs of a section of an area service highway from 1/2 mile north of Wabash Avenue (Illinois Route 54) southeast of Springfield to Peoria Road (U.S. Business Route 66) north of Springfield, a total distance of 7.5 miles. The improvement will be a divided four-lane rural type highway with partial access control. The planned facility would require the relocation of a small stream at five locations, and would increase noise levels in the area. (Region 5) (100 pages)
(ELR ORDER # 61711)

U.S. 275 - U.S. 81, Norfolk — 12/27

Nebraska
County: Madison
The proposed roadway improvement involves the upgrading and reconstruction of a segment of Norfolk Ave. and 13th St. in Norfolk, Nebraska. The segment of highway under consideration on Norfolk Ave. begins at 15th St. and extends approximately 0.55 mile easterly terminating immediately east of 9th St. The segment of highway on 13th St. begins immediately south of Pasewalk Ave. and extends approximately 1.27 miles to Maple Ave. Improvements consist of widening both streets to four lanes with curb, medians, sidewalks, intersections, and driveways. Adverse effects include the relocation of one business establishment.
(Region 7) (53 pages)
(ELR ORDER # 61787)

McCarran Blvd. (Ring Road), Reno & Sparks — 12/14

Nevada
County: Washoe
The proposed project consists of the construction of the

north and northwest lengths of McCarran Boulevard, also known as the Ring Road, which is planned to encompass the cities of Reno and Sparks, Nevada when completed. Each section will be designed as 4-lane divided major arterial. Total project length, excluding the completed section, is approximately 6.09 miles . Adverse effects include a permanent commitment of over 150 acres of land to highway purposes. (120 pages)
(ELR ORDER # 61749)

I-481 Extension, Collamer Int.-Bear Rd. Int. 12/20

New York
County: Onondaga
Proposed is the construction of Interstate 481 Extension , a 4-lane divided expressway 5.4 miles long connecting Collamer Interchange at Exit 34A of the New York State Thruway to the Bear Road Interchange with Interstate 81. The project is located in the towns of DeWitt and Cicero. Adverse effects include increased noise and air pollution levels. Displacement of businesses and families will also result. (Region 1)
(200 pages)
(ELR ORDER # 61769)

U.S. Highway 2, Minot East to Surrey 12/14

North Dakota
County: Ward
The proposed project is located on U.S. Highway 2 from approximately 1 mile east of its junction with U.S. Highway 83 to approximately 1 mile east of Surrey, North Dakota. The project is approximately 9 miles in length, and consists of acquiring right-of-way and constructing a 4-lane facility utilizing the existing roadway as part of the 4-lane facility. Interchanges will be constructed at the junction of U.S. Highway 2 and 52 and at the intersection of the U.S. Highway 2 bypass and business loop in east Minot. Adverse effects include possible taking of park land at Surrey. (Region 8) (45 pages)
(ELR ORDER # 61745)

S.R. 147, Dolfield Drive - Rte. 60 12/01

Virginia
County: Chesterfield
Proposed is the improvement of a portion of Route 147 (Huguenot Road) located in northern Chesterfield County, Virginia. The project begins at Dolfield Drive and extends southwest to Route 60. Plans include a .68-mile long improvement of Route 675 (Robius Road). Depending on the alternative selected, adverse effects will include displacement of from 1 to 5 families and 1 church, and increases in noise levels. (Region 3) (105 pages)
(ELR ORDER # 61693)

Final | Date

Harbor Blvd., Oxnard | 12/01

California
County: Ventura
The project consists of the widening of Harbor Boulevard between West Fifth Street and Channel Island Boulevard, a distance of 1.65 miles, from the existing two-lane to a four-lane controlled limited roadway, within the limits of the City of Oxnard, California. Adverse impacts of the project include: encroachment into remnant sand dunes, increased air pollution during construction, increased demand on Water District, and noise impacts on existing residences. (132 pages)
COMMENTS MADE BY: EPA DOI
state and county agencies
concerned citizens
(ELR ORDER # 61695)

Iowa 415, Polk County | 12/17

Iowa
County: Polk
Proposed is the construction of a part of Iowa 415 in Polk County from near Polk City to U.S. 69. The project begins approximately 1600 feet southeast of the Corps of Engineers barrier dam near Polk City. It then extends in a southeasterly direction, crosses Rock Creek and proceeds easterly to the junction with U.S. 69. The project also includes construction of two short highway extensions. The total project length is 7.45 miles. Adverse effects include the acquisition of 248 acres and the displacement of five houses, one business, and two permanent mobile homes. (Region 7) (169 pages)
COMMENTS MADE BY: DOT HEW HUD USDA DOI EPA COE USCG
state and local agencies
concerned citizens
(ELR ORDER # 61758)

Freeway 561, Freeway 520 - Iowa 386N | 12/17

Iowa
County: Dubuque
The proposed project consists of the construction of a freeway through the City of Dubuque, Iowa, and a proposed bridge traversing the Mississippi River. Freeway 561 begins at proposed Freeway 520 south of Dubuque and extends approximately 9.7 miles north to a junction with Iowa 385N and Iowa 3. The 3 sections of the project are Kerrigan Freeway, Couler Valley Freeway, and City Island Bridge (the Mississippi

River Bridge alignment). The project will displace 450 housing units, many of which are occupied by low income families, and 140 businesses. A 4(f) statement is included for the one acre of Louis Murphy Park which will be impacted by the freeway. (Region 7) (210 pages)
COMMENTS MADE BY: USDA DOI HEW USCG COE DOT
state and local agencies
concerned citizens
(ELR ORDER #61759)

U.S. 45, Mayfield 12/14

Kentucky
County: Graves
The project involves the reconstruction of U.S. 45 from the Purchase Parkway to the Seventh and Eigth Street junction to a 4-lane curb and gutter section with a median wide enough to accomodate left turns. Also proposed is that Seventh and Eigth Sts. be made one-way between their junction and Walnut Street, and Water and Walnut Sts. be made one-way between Seventh and Eigth Streets. Project length is 1.25 miles. Adverse impacts are the displacement of 10 families and 5 businesses and increased noise levels.(Region 4) (137 pages)
COMMENTS MADE BY: DOI EPA TVA
state and local agencies
concerned citizens
(ELR ORDER # 61747)

Final

4th and 5th Streets Improvement, Newport 12/20

Kentucky
County: Campbell
The proposed project consists of the improvement of Fourth and Fifth Streets from Washing to Linden Avenues in Newport, Kentucky. The recommended alternative would widen both streets to a 36-ft. cross-section, providing 2 travel lanes and one parking lane, and would provide for off-street parking by widening Ader Alley and by building an off-street parking lot. Negative impacts include destruction of 60 trees, relocation of 24 family units, and the purchase of 20 property parcels. (Region 4) (191 pages)
COMMENTS MADE BY: HEW EPA DOC DOI
state and local agencies
concerned citizens
(ELR ORDER # 61771)

Route 36, Macon County, Mo. 12/01

Missouri
County: Macon
Proposed is the construction of a dual lane facility, Route 36, from west of Bevier to west of Macon. Plans call for the acquisition of limited access right-of-way, grading, bridges, interchanges, and 2-12' concrete pavements. Negative impacts include destruction of wildlife habitat, pollution of small streams during construction, and displacement of 8 houses, 4 businesses, and 28 people. (Region 7) (29 pages)
COMMENTS MADE BY: DOI USDA EPA HEW DOT
(ELR ORDER # 61760)

U.S. 501, I-85 to Wellington Drive 12/07

North Carolina
County: Durham
The proposed action is improvement to US 501, Duke Street-Roxboro Road from the interchange of Duke Street with I-85 north to Wellington Road in Durham, North Carolina. The selected alternative provides for 5 lanes all along the 2.75-mile project length. Adverse impacts include the possibility of relocation of families and businesses, noise levels, and the removal of ornamental trees and shrubs. (Region 4) (114 pages)

COMMENTS MADE BY: DOI ICC USDA COE EPA GSA HEW
state and local agencies
concerned citizens
(ELR ORDER # 61714)

I-470, Belmont Co., Ohio 12/01

Ohio
County: Belmont
The proposed action is the construction of a 6.65-mile section of I-470 from the Ohio-West Virginia border to its interchange with existing I-70 near the existing interchange with Township Road 314. Also included in the project are modifications to the existing Banfield Road - I-70 Interchange, and a safety upgrading of existing I-70 in the vicinity of the Banfield Road Interchange. The project includes three interchanges. Construction of the project will result in the loss of approximately 325 acres of wildlife habitat and the displacement of 58 families. Three streams would be relocated and routed underground for part of their lengths. (Region 5) (192 pages)
COMMENTS MADE BY: DOI EPA HEW USDA COE USCG
state and local agencies
concerned citizens
(ELR ORDER # 61691)

Legislative Route 75, Bridge Replacement 12/01

Pennsylvania
County: Venango
The proposed action is the relocation of a bridge carrying Legislative Route 75 (Traffic Routes 38 and 208) over the Allegheny River at Emlenton, Pennsylvania. The proposed location is within 1.5 to 2.5 miles west of the existing bridge. An alignment within the recommended corridor will overpass the railroad tracks, allow through traffic to bypass the Borough, and allow an improved approach at the southern end. Relocation of several families will be necessary. (Region 3) (125 pages)
COMMENTS MADE BY: COE DOI EPA USCG
state and local agencies
concerned citizens
(ELR ORDER # 61701)

Loop 151, U.S. 82-U.S. 59, Texarkana 12/01

Texas
County: Bowie
The proposed action is the construction on new location of a four-lane divided facility with depressed median and one-way continuous frontage roads over approximately 3.6 miles, from US 82 in Texarkana south to US 59 in Bowie County, Texas. Adverse effects include the displacement of families and businesses, already partially completed, and the commitment of some natural resources.
(118 pages)
COMMENTS MADE BY: DOT HEW HUD COE USDA DOI EDA
state and local agencies

concerned citizens
(ELR ORDER # 61694)

US 14, Evansville to Madison, Wisconsin 12/07

Wisconsin
County: Dane
The proposed project consists of reconstructing Highway 14, from Highway 92 near the south Dane County line, northerly to the intersection with County Highway "MM" located 0.64 mile north of the village of Oregon. The recommended project provides for an ultimate expressway facility south of Oregon and a freeway facility bypassing the village to connect with the freeway section of relocated Highway 14 between Oregon and Madison. The project will require 280 acres of land currently used for agricultural purposes and 46 acres of untillable wildlife habitat. Two families were affected by the project; acquisition of the land has already been partially accomplished. (Region 5) (137 pages)
COMMENTS MADE BY: DOT DOI EPA HEW USDA
state and county agencies
concerned citizens
(ELR ORDER # 61718)

USH 61, 151 and STH 35, Mississippi R. to Dickeyville 12/17

Wisconsin
County: Grant
The statement contains alternative improvement proposals for an 8 mile segment of concurrent U.S.H. 61, 151 and S.T.H. 35 between the Mississippi River and Dickeyville, Wisconsin, which will subsequently connect to a new Mississippi River bridge. Any of the alternatives would result in the displacement of families and businesses and the expansion of urban growth. An additional 140 to 240 acres of land will be required for right-of-way. (Region 5) (291 pages)
COMMENTS MADE BY: EPA DOI USCG USDA
state and local agencies
concerned citizens
(ELR ORDER # 61755)

S.T.H. 59, Wisconsin 12/17

Wisconsin
County: Waukesha
Proposed is a 9.5-mile improvement of S.T.H. 5 between the west Waukesha County Line and the northeast village limits of North Prairie, Wisconsin. The paved lane widths and shoulders are to be widened 12 ft. and 10 ft. respectively. Adverse impacts include disruption of the community, added pressure on public facilities, and increases in air and noise pollution. A 4(f) statement is included for the 12 acres of Kettle Moraine State Forest land which would be impacted. (450 pages)

COMMENTS MADE BY: HUD DOI EPA USDA
state and local agencies
concerned citizens
(ELR ORDER # 61756)

Supplement — Date

City Blvd. & I-395, Baltimore (S-1) — 12/13

Maryland
County: Baltimore
This supplement evaluates the environmental impact resulting from the construction of Alternative No. 6, as discussed in an EIS of December 1974, for the City Blvd. and I-395 in Baltimore City, Maryland. Under Alternative No. 6, the City Blvd. would extend from Eutaw St. in the north to Russell St. in the south, a distance of 1.6 miles. I-395 located between Sharp and Plum Sts. would extend from I-95 ramps in the vicinity of Ostend St. to the vicinity of Russell St. at the City Blvd. on the west and to Conway St. on the north. This alternative would impact several historic sites and the Hamburg St. Playground. A 4(f) statement is included. (Region 3) (585 pages)
(ELR ORDER # 61740)

I-66, 4-lane Multi-Modal Concept (S-3) — 12/20

Virginia
County: Arlington Fairfax
This statement supplements a final EIS filed with CEQ in July 1974 and updates a draft Supplement filed with CEQ in June 1976. The proposed project is a 4-lane limited access highway/multi-mode concept located in the corridor originally designed for the construction of I-66. This 9.6-mile section would connect a 32-mile section of I-66 west of the Beltway with the Theodore Roosevelt Bridge across the Potomac River into the District of Columbia. Negative impacts include the severance of 32 local streets, and the taking of .35-acre of Bon Air Park, 7.47 acres of Falls Church City Park, and .9-acre of George Mason High School. (Region 3) (2 volumes)
(ELR ORDER # 61764)

U.S.Coast Guard

Draft — Date

LORAN-C Transmitting Sta, Northern Minnesota — 12/29

Minnesota
County: Koochiching
This project proposes to expand LORAN-C (Long Range Aid to Navigation) coverage to include the Great Lakes in accordance with the July 1974 Annex to the DOT's National Plan for Navigation, dated April, 1972. The

Northern Minnesota LORAN-C transmitting station, a secondary station, will be used in conjunction with an existing LORAN-C master station at Dana, Indiana, and a secondary LORAN-C transmitting station in Seneca County, New York. Three sites have been proposed for the N. Minnesota station: International Falls, Manitou, and Baudette. (140 pages)
(ELR ORDER # 61794)

Final — Date

Coast Guard Family Housing, Eureka — 12/01

California
County: Humboldt
Proposed is the acquisition of 6 acres for construction of 62 units of family housing for Coast Guard personnel. Adverse effects include increased use of sewage treatment facilities, permanent displacement of wildlife and removal of vegetation, potential increased erosion and sedimentation, and negative aesthetic impacts.
COMMENTS MADE BY: USCG DOT EPA DOI COE
state and local agencies
concerned individuals
(ELR ORDER # 61689)

Dumbarton Bridge Replacement — 12/10

California
County: Alameda San Mateo
Proposed is the improvement of Route 84 between Route 7 in Alameda County and Route 101 in San Mateo County, California. The existing 2-lane, low level lift span bridge will be replaced with a 4-lane, high level bridge. Project plans also call for widening and realigning the east and west approaches, constructing a new easterly connection to Route 7, and constructing and/or improving 3 westerly connections to Route 101. Major adverse impacts include degradation of air, loss of wildlife habitat, and increased noise levels. (420 pages)

COMMENTS MADE BY: EPA AHP COE USN DOI DOT
state and local agencies
concerned citizens
(ELR ORDER # 61726)

Loop Deepwater Port License — 12/17

Louisiana
The proposed action consists of the granting of a license by the Secretary of Transportation to LOOP, Inc., to own, construct, and operate a deepwater port in the Gulf of Mexico aproximately 18 miles off Grand Isle, Louisiana. Among the actions covered are designation of safety fair-

ways, permits for facilities on navigable waters by the US Army Corps of Engineers, and new source determinations and national pollution discharge elimination permits by EPA. Adverse impacts include the disruptive effects of extensive pipeline construction through marine, marsh, swamp, and dry land environments. (4 volumes)
COMMENTS MADE BY: ARP USDA COE DOC EPA FEA HEW HUD DOI ICC DLAB state and local agencies concerned citizens
(ELR ORDER # 61762)

Seadock Deepwater Port License 12/17

Texas
The proposed action consists of the granting of a license by the Secretary of Transportation to Seadock, Inc., to own, construct, and operate a deepwater port in the Gulf of Mexico approximately 26 miles off Freeport, Texas. Among the actions covered are designation of safety fairways and permits for facilities in navigable waters by the US Army Corps of Engineers, and new source determinations and national pollution discharge elimination permits by EPA. Major adverse effects include possible oil spills in the area surrounding the deepwater port and the preemption of approximately 860 acres of land associated with the onshore facility for other potential uses. (4 volumes)
COMMENTS MADE BY: USDA DOC DOI DLAB STAT DOT TREA EPA FEA COE
(ELR ORDER # 61763)

Summary of 102 Statements Filed with the CEQ Through

12/31/76 By Agency)

Agency	Draft 102's for actions on which no final 102's have yet been received	Final 102's on legislation and actions	Supplements	Total actions on which draft or final statements have been received
Agriculture, Department of	180	770	0	950
Appalachian Regional Commission	1	0	0	1
Architect of the Capitol	0	1	0	1
Atomic Energy Commission	42	144	0	186
Canal Zone Government	0	1	0	1
Civil Aeronautics Board	1	1	0	2
Commerce, Department of	40	53	1	94
Defense, Department of	7	8	1	16
Air Force	13	23	2	38
Army	3	26	0	29
Army Corps of Engineers	544	1093	18	1655
Navy	13	39	0	52
Deleware River Basin Commission	2	8	0	10
Energy Policy Office	0	1	0	1
Energy Research & Development Admin.	6	8	0	14
Environmental Protection Agency	44	100	1	145
Federal Energy Administration	10	4	0	14
Federal Maritime Commission	3	0	0	3
Federal Power Commission	78	71	5	154
Federal Trade Commission	1	0	0	1
General Services Administration	21	105	1	127
HEW, Department of	3	18	0	21
HUD, Department of	51	231	3	285
Interior, Department of	156	381	3	540
International Boundary and Water Commission -- U.S. and Mexico	0	10	0	10
Interstate Commerce Commission	15	9	0	24
Justice, Department of	2	3	0	5
Labor, Department of	4	3	0	7
National Aeronautics and Space Adm.	11	24	1	36
National Capitol Planning Comm.	5	8	0	13
National Science Foundation	0	7	0	7
New England River Basins Commission	3	0	0	3
Nuclear Regulatory Commission	9	38	7	54
Office of Science and Technology	0	1	0	1
Ohio River Basin Commission	1	0	0	1
Pacific Northwest River Basins Comm.	3	0	0	3
Pennsylvania Ave. Devel. Corp.	0	1	0	1
Souris-Red-Rainy River Basins Comm.	1	0	0	1
State Department	4	5	0	9
Tennessee Valley Authority	7	28	0	35
Transportation, Department of	1012	2244	14	3270
Treasury, Department of	4	7	0	11
Upper Mississippi River Basin Comm.	1	0	0	1
U.S. Postal Service	5	1	0	6
U.S. Water Resources Council	7	9	0	16
Veterans Administration	2	9	0	11
TOTALS	2315	5493	57	7865

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
WASHINGTON, D.C. 20460

OFFICE OF THE
ADMINISTRATOR

AVAILABILITY OF ENVIRONMENTAL PROTECTION AGENCY COMMENTS ON ENVIRONMENTAL IMPACT STATEMENTS AND OTHER ACTIONS IMPACTING THE ENVIRONMENT

Pursuant to the requirements of section 102(2)(C) of the National Environmental Policy Act of 1969, and section 309 of the Clean Air Act, as amended, the Environmental Protection Agency (EPA) has reviewed and commented in writing on Federal agency actions impacting the environment contained in the following appendices during the period of November 1, 1976 and November 30, 1976.

Appendix I contains a listing of draft environmental impact statements reviewed and commented upon in writing during this review period. The list includes the Federal agency responsible for the statement, the number and title of the statement, the classification of the nature of EPA's comments as defined in Appendix II, and the EPA source for copies of the comments as set forth in Appendix VI.

Appendix II contains the definitions of the classifications of EPA's comments on the draft environmental impact statements as set forth in Appendix I.

Appendix III contains a listing of final environmental impact statements reviewed and commented upon in writing during this review period. The listing includes the Federal agency responsible for the statement, the number and title of the statement, a summary of the nature of EPA's comments, and the EPA source for copies of the comments as set forth in Appendix VI.

Appendix IV contains a listing of final environmental impact statements reviewed but no commented upon by EPA during this review period. The listing includes the Federal agency responsible for the statement, the number and title of the statement, and the source of the EPA review as set forth in Appendix VI.

Appendix V contains a listing of proposed Federal agency regulations, legislation proposed by Federal agencies, and any other proposed actions reviewed and commented upon in writing pursuant to section 309(a) of the Clean Air Act, as amended, during the referenced reviewing period. The listing includes the Federal agency responsible for the proposed action, the title of the action, a summary of the nature of EPA's comments, and the source for copies of the comments as set forth in Appendix VI.

Appendix VI contains a listing of the names and addresses of the sources of EPA reviews and comments listed in Appendices I, III, IV, and V.

Copies of the EPA Manual setting forth the policies and procedures for EPA's review of agency actions may be obtained by writing the Public Information Reference Unit, Environmental Protection Agency, Room 2922, Waterside Mall SW, Washington, DC 20460, telephone 202/755-2808. Copies of the draft and final environmental impact statements referenced herein are available from the originating Federal department or agency.

Rebecca W. Hanmer

Rebecca W. Hanmer
Director
Office of Federal Activities

Dated: JAN 13 1977

APPENDIX I

DRAFT ENVIRONMENTAL IMPACT STATEMENTS FOR WHICH COMMENTS WERE ISSUED BETWEEN NOVEMBER 1, 1976 AND NOVEMBER 30, 1976

IDENTIFYING NUMBER	TITLE	GENERAL NATURE OF COMMENTS	SOURCE FOR COPIES OF COMMENTS
CORPS OF ENGINEERS			
DS-COE-A32403-00:	RED RIVER WATERWAY, MISSISSIPPI RIVER TO SHREVEPORT, LOUISIANA, TEXAS, OKLAHOMA, ARKANSAS	LO-2	G
D-COE-B35004-CT:	MAINTENANCE DREDGING, PATCHOGUE RIVER, WESTBROOK, MIDDLESEX COUNTY, CONNECTICUT	ER-2	B
D-COE-B39005-MA:	CAPE COD CANAL, BOURNE AND SANDWICH COUNTIES, MASSACHUSETTS	LO-1	B
D-COE-B39010-RI:	PAWTUXET RIVER WATERSHED, RHODE ISLAND	ER-2	B
D-COE-D07003-DE:	DELMARVA POWER AND LIGHT COMPANY, INDIAN RIVER POWER STATION UNIT NO. 4, MILLSBORO, SUSSEX COUNTY, DELAWARE	LO-2	D
D-COE-D40042-PA:	RELOCATION OF US 209, BUSHKILL TO MILFORD, TOCKS ISLAND LAKE PROJECT, PENNSYLVANIA	3	D
D-COE-E32019-FL:	SECTION 15 PERMIT, PUNTA GORDA ISLES, INC., CONSTRUCTION OF BOAT LOCK, ALLIGATOR CREEK, PUNTA GORDA, CHARLOTTE COUNTY, FLORIDA	ER-2	E
D-COE-E35027-NC:	WILMINGTON HARBOR, NORTHEAST CAPE FEAR RIVER, WILMINGTON AND NEW HANOVER COUNTIES, NORTH CAROLINA	ER-2	E
D-COE-E35028-FL:	CROSS FLORIDA BARGE CANAL (CFBC) RESTUDY REPORT, ST. JOHNS RIVER TO GULF OF MEXICO, FLORIDA	EU-2	E
DS-COE-F36010-MI:	FLOOD CONTROL ON THE TITTABAWASSEE RIVER, MIDLAND COUNTY, MICHIGAN	LO-2	F
DS-COE-F36015-MN:	ROOT RIVER BASIN, FLOOD CONTROL, MINNESOTA	LO-2	F
DS-COE-F36029-MN:	BASSETT CREEK WATERSHED, HENNEPIN COUNTY, MINNESOTA	LO-2	F

IDENTIFY NUMBER	TITLE	GENERAL NATURE OF COMMENTS	SOURCE FOR COPIES OF COMMENTS
D-COE-F67001-WI:	PERMIT, FLAMBEAU MINING CORPORATION, OPEN PIT COPPER MINE, LADYSMITH, RUSK COUNTY, WISCONSIN	LO-2	F
DS-COE-G36048-TX:	LAKE WICHITA, HOLLIDAY CREEK, WICHITA FALLS, TEXAS	LO-1	G
DS-COE-H36011-IA:	MUSCATINE ISLAND LEVEE DISTRICT AND MUSCATINE LOUISA COUNTY DRAINAGE DISTRICT NO. 13, LOCAL FLOOD PROTECTION, LOUISA COUNTY, IOWA	ER-2	H
D-COE-K36018-HI:	KAPAAKEA HOMESTEAD, FLOOD CONTROL PROJECT, MOLOKAI, MAUI COUNTY, HAWAII	LO-1	J
DS-COE-L36041-WA:	CHEHALIS RIVER FLOOD CONTROL, AT SOUTH ABERDEEN COSMOPOLIS, GRAYS HARBOR COUNTY WASHINGTON	LO-2	K
DEPARTMENT OF AGRICULTURE			
D-AFH-E28017-NC:	AVON WATER PROJECT, CAPE HATTERAS WATER ASSOCIATION, BUXTON, DARE COUNTY, NORTH CAROLINA, (USDA-FMHA-EIS-ADM-NC-76-1)	LO-2	E
D-AFS-D65003-PA:	BUZZARD SWAMP UNIT PLAN, ALLEGHENY NATIONAL FOREST, PENNSYLVANIA	LO-1	D
D-AFS-E65013-AL:	TIMBER MANAGEMENT PLAN, WILLIAM B. BANKHEAD NATIONAL FOREST, WINSTON, LAWRENCE AND FRANKLIN COUNTIES, ALABAMA (USDA-FS-R8-DES-ADM-76-23)	LO-2	E
D-AFS-F65001-WI:	TIMBER MANAGEMENT PLAN, CHEQUAMEGON NATIONAL FOREST, ASHLAND, BAYFIFLD, SAWYER, PRICE, TAYLOR AND VILAS COUNTIES, WISCONSIN	LO-2	F
D-AFS-G65018-LA:	MANAGEMENT OF VERNON UNIT PLAN, KISATCHIE NATIONAL FOREST, VERNON PARISH, LOUISIANA	LO-1	G
D-AFS-J40027-MT:	BUCK CREEK AND YELLOW MULES SPECIAL USE ROAD PERMIT, BURLINGTON NORTHERN, INC., GALLATIN NATIONAL FOREST, MONTANA	ER-2	I
D-AFS-J65053-CO:	DOLORES PLANNING UNIT, SAN JUAN NATIONAL FOREST, COLORADO	ER-2	I
D-AFS-K65018-CA:	MOHAWK LAND USE PLAN, PLUMAS AND TAHOE NATIONAL FORESTS, PLUMAS AND SIERRA COUNTIES, CALIFORNIA	ER-2	J
D-AFS-K65019-CA:	RANCHERIA PLANNING UNIT, SIERRA NATIONAL FOREST, FRESNO COUNTY, CALIFORNIA	LO-2	J

IDENTIFY NUMBER	TITLE	GENERAL NATURE OF COMMENTS	SOURCE FOR COPIES OF COMMENTS
D-AFS-L61082-OR:	GRANDE RONDE PLANNING UNIT, WALLOWA-WHITMAN AND UMATILLA NATIONAL FORESTS, UNION COUNTY, OREGON (USDA-FS-R6-15)	LO-1	K
D-AFS-L65023-AK:	VALLEY TIMBER SALE, CHUGACH NATIONAL FOREST, ALASKA (USDA-FS-R10-DES-ADM-76-07)	LO-2	K
D-AFS-L65024-AK:	NORTH IRISH CREEK TIMBER SALE, TONGASS NATIONAL FOREST, ALASKA (USDA-FS-R10-DES-ADM-76-04)	LO-2	K
LD-ASC-A99116-00:	AGRICULTURE CONSERVATION PROGRAM, PROPOSED AMENDMENT TO SOIL CONSERVATION AND DOMESTIC ALLOTMENT ACT	LO-2	A
D-REA-G07011-NM:	GAMERCO COAL MINE, MCKINLEY COUNTY, NEW MEXICO	LO-1	G
D-SCS-B36010-CT:	AVERY BROOK WATERSHED, HARTFORD COUNTY, CONNECTICUT	LO-1	B
DS-SCS-F36044-IL:	LITTLE CACHE CREEK WATERSHED, JOHNSON COUNTY, ILLINOIS	LO-2	F
DEPARTMENT OF COMMERCE			
D-EDA-C69001-NY:	1980 OLYMPIC WINTER GAMES, VILLAGE OF LAKE PLACID, NEW YORK	LO-2	C
DEPARTMENT OF DEFENSE			
D-UAF-B11002-ME:	PROPOSED REDUCTION, LORING AIR FORCE BASE, LIMESTONE, AROOSTOOK COUNTY, MAINE	ER-2	B
D-UAF-F11004-MI:	PROPOSED CLOSURE OF KINCHELOE AIR FORCE BASE, MICHIGAN	LO-2	F
D-UAF-G11002-00:	PROPOSED CLOSURE OF CRAIG AFB, ALABAMA AND WEBB AFB, TEXAS	LO-1	G
DS-USA-J36007-CO:	SOUTH PLATTE RIVER, CHATFIELD DAM TO DENVER, COLORADO	ER-2	I
DEPARTMENT OF INTERIOR			
D-BOR-A86102-00:	DEPARTMENTAL IMPLEMENTATION OF EXECUTIVE ORDER 11644 PERTAINING TO USE OF OFF-ROAD VEHICLES (ORV) ON THE PUBLIC LANDS (DES-76-27)	ER-1	A
D-IBR-J35001-00:	SAVORY-POT HOOK PROJECT, COLORADO AND WYOMING	ER-2	I

IDENTIFY NUMBER	TITLE	GENERAL NATURE OF COMMENTS	SOURCE FOR COPIES OF COMMENTS
D-IGS-J01002-WY:	EAGLE BUTTE MINE, PROPOSED PLAN OF MINING AND RECLAMATION, AMAX COAL COMPANY EASTERN POWDER RIVER, CAMPBELL COUNTY, WYOMING	ER-3	I
DEPARTMENT OF TRANSPORTATION			
DS-DOT-A41655-MN:	MN-23, JUNCTION MN-24 AND MN-212, RENVILLE, LYNON, YELLOW MEDICINE AND CHIPPEWA COUNTIES, MINNESOTA	ER-2	F
D-FAA-H51010-NB:	SCHUYLER MUNICIPAL AIRPORT, COLFAX COUNTY, NEBRASKA	LO-2	H
D-FAA-K51008-CA:	ONTARIO INTERNATIONAL AIRPORT, DEVELOPMENT PROGRAM, LOS ANGELES, SAN BERNARDINO COUNTY, CALIFORNIA	ER-2	J
D-FHW-E40086-NC:	US 74, MAXTON BYPASS, LAURINBURG BYPASS TO US 74, ALMA, ROBESON AND SCOTLAND COUNTIES, NORTH CAROLINA	ER-2	E
D-FHW-E40087-NC:	NC-127 IMPROVEMENT, SECOND AVENUE NE TO NC-1400, HICKORY, CATAWBA COUNTY, NORTH CAROLINA (FHWA-NC-EIS-76-07-D)	LO-2	E
D-FHW-F40076-IN:	WEST 10TH STREET BRIDGE, I-465 TO WEST STREET, WHITE RIVER, INDIANAPOLIS, MARION COUNTY, INDIANA	LO-2	F
D-FHW-F40077-IN:	US 50, JACKSON AND LAWRENCE COUNTY LINE, I-65, JACKSON COUNTY, INDIANA	ER-2	F
D-FHW-F40079-IN:	US 50, BRYANTSVILLE TO LAWRENCE AND JACKSON COUNTY LINE, LAWRENCE COUNTY, INDIANA	ER-2	F
D-FHW-G40057-NM:	NM-41, WILLARD TO ESTANCIA, TORRANCE COUNTY, NEW MEXICO	LO-1	G
DS-FHW-H40057-00:	ABBOTT DRIVE, OMAHA, DOUGLAS COUNTY, NEBRASKA AND CARTER LAKE, POTTAWATTAMIE COUNTY, IOWA (FHWA-NEB-EIS-76-08-DS)	3	H
D-FHW-H40062-KS:	US 81 LOCATION STUDY, OTTAWA, CLOUD AND REPUBLIC COUNTIES, KANSAS (FHWA-KS-EIS-76-05-D)	LO-2	H
D-FHW-J40026-CO:	CO-82, CO-133 TO ASPEN, CARBONDALE EAST, EAGLE, GARFIELD, AND PITKIN COUNTIES, COLORADO	ER-2	I
D-FHW-L40043-AK:	GRAVEL EXTRACTION, SECTION 31, SEWARD MERIDIAN, ALASKA	LO-2	K

IDENTIFY NUMBER	TITLE	GENERAL NATURE OF COMMENTS	SOURCE FOR COPIES OF COMMENTS
D-FHW-L40045-WA:	SEATTLE CENTRAL BUSINESS DISTRICT EXCLUSIVE BUS LANES, KING COUNTY, WASHINGTON (FHWA-WA-EIS-76-03-D)	LO-1	K
FEDERAL ENERGY ADMINISTRATION			
D-FEA-G03003-LA:	COTE BLANCHE MINE, STRATEGIC PETROLEUM RESERVE, ST. MARY'S, LOUISIANA	LO-2	G
D-FEA-G03004-LA:	WEST HACKBERRY SALT DOME, STRATEGIC PETROLEUM RESERVE, CAMERON, LOUISIANA	LO-2	G
D-FEA-G03005-LA:	WEEKS ISLAND MINE, STRATEGIC PETROLEUM RESERVE, IBERIA COUNTY, LOUISIANA	LO-2	G
D-FEA-G03006-TX:	BRYAN MOUND SALT DOME, STRATEGIC PETROLEUM RESERVE, BRAZORIA, TEXAS	LO-2	G
D-FEA-G03007-LA:	BAYOU CHOCTAW SALT DOME, STRATEGIC PETROLEUM RESERVE, IBERVILLE, LOUISIANA	LO-2	G
FEDERAL POWER COMMISSION			
D-FPC-E05008-SC:	SANTEE-COOPER PROJECT, NO. 199, SANTEE AND COOPER RIVERS, BERKELEY, CALHOUN, CLARENDON, ORANGEBURG AND SUMTER COUNTIES, SOUTH CAROLINA	ER-2	E
GENERAL SERVICES ADMINISTRATION			
D-GSA-L81006-AK:	HAINES BORDER STATION, HAINES, DALTON CACHE AT US/CANADIAN BORDER, MILE 42, ALASKA	LO-1	K
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT			
D-HUD-C85013-PR:	MONTE BRISAS DEVELOPMENT, PROJECT NO. 76-300, FAJARDO, PUERTO RICO	ER-2	C
D-HUD-D28002-VA:	STANDARDSVILLE WATER MAIN EXTENSION, STANDARDSVILLE, VIRGINIA (CDBG)	LO-2	D
D-HUD-E28016-AL:	UNION COMMUNITY WATER SYSTEM, GREENE COUNTY, ALABAMA (CDBG)	LO-2	E
D-HUD-E85013-GA:	GEORGETOWN SUBDIVISION, PLANNED UNIT DEVELOPMENT, CHATHAM COUNTY, GEORGIA (HUD-R04-EIS-76-16-D)	ER-2	E
D-HUD-E89004-FL:	SENIOR CITIZENS CENTER, BAYVIEW PARK, PENSACOLA, ESCAMBIA COUNTY, FLORIDA (CDBG)	LO-2	E
D-HUD-G24003-AR:	BRECKENRIDGE-UNION WATER SYSTEM, JACKSON COUNTY, ARKANSAS	LO-1	G
D-HUD-G85017-TX:	ANDERSON MILL SUBDIVISION, TRAVIS COUNTY, TEXAS	LO-1	G

IDENTIFY NUMBER	TITLE	GENERAL NATURE OF COMMENTS	SOURCE FOR COPIES OF COMMENTS
D-HUD-G85018-TX:	TRAILWOOD ADDITION SUBDIVISION, GRAND PRAIRIE, DALLAS COUNTY, TEXAS	LO-2	G
D-HUD-K89016-CA:	MEL LUN YUEN DEVELOPMENT, CHINA TOWN REDEVELOPMENT AREA, SAN FRANCISCO, CALIFORNIA	LO-2	J
NATIONAL INSTITUTE OF HEALTH			
RD-NIH-A84024-00:	GUIDELINES FOR RESEARCH INVOLVING RECOMBINANT DNA MOLECULES	ER-2	A
NUCLEAR REGULATORY COMMISSION			
D-NRC-C06006-PR:	NORTH COAST NUCLEAR PLANT, UNIT 1, ISLOTE SITE, PUERTO RICO RESOURCE AUTHORITY, DOCKET NO. 50-376, PUERTO RICO (NUREG 0113)	3	C
D-NRC-E06003-TN:	PHIPPS BEND NUCLEAR PLANT, UNITS 1 AND 2, HOLSTON RIVER, TENNESSEE VALLEY AUTHORITY, DOCKET NOS. STN-553 AND 50-544, HAWKINS COUNTY, TENNESSEE (NUREG-0098)	LO-2	E
D-NRC-F06004-WI:	KOSHKONONG NUCLEAR PLANT, UNITS 1 AND 2, WISCONSIN UTILITIES PROJECT, DOCKET NOS. STN 50-502 AND STN 50-503, JEFFERSON COUNTY, WISCONSIN (NUREG-0079)	EU-2	F
U.S. POSTAL SERVICE			
D-UPS-E81013-GA:	US POST OFFICE AND VEHICLE MAINTENANCE FACILITY, ATLANTA, FULTON COUNTY, GEORGIA	LO-2	E

APPENDIX II

DEFINITIONS OF CODES FOR THE GENERAL NATURE OF EPA COMMENTS

ENVIRONMENTAL IMPACT OF THE ACTION

LO--Lack of Objection

EPA has no objections to the proposed action as described in the draft impact statement; or suggests only minor changes in the proposed action.

ER--Environmental Reservations

EPA has reservations concerning the environmental effects of certain aspects of the proposed action. EPA believes that further study of suggested alternatives or modifications is required and has asked the originating Federal agency to reassess these impacts.

EU-Environmentally Unsatisfactory

EPA believes that the proposed action is unsatisfactory because of its potentially harmful effect on the environment. Furthermore, the Agency believes that the potential safeguards which might be utilized may not adequately protect the environment from hazards arising from this action. The Agency recommends that alternatives to the action be analyzed further (including the possibility of no action at all).

ADEQUACY OF THE IMPACT STATEMENT

Category 1--Adequate

The draft impact statement adequately sets forth the environmental impact of the proposed project or action as well as alternatives reasonably available to the project or action.

Category 2--Insufficient Information

EPA believes that the draft impact statement does not contain sufficient information to assess fully the environmental impact of the proposed project or

action. However, from the information submitted, the Agency is able to make a preliminary determination of the impact on the environment. EPA has requested that the originator provide the information that was not included in the draft statement.

Category 3--Inadequate

EPA believes that the iraft impact statement does not adequately assess the environmental impact of the proposed project or action, or that the statement inadequately analyzes reasonable available alternatives. The Agency has requested more information and analysis concerning the potential environmental hazards and has asked that substantial revision be made to the impact statement.

APPENDIX III

FINAL ENVIRONMENTAL IMPACT STATEMENTS FOR WHICH COMMENTS WERE ISSUED BETWEEN

NOVEMBER 1, 1976 AND NOVEMBER 30, 1976

IDENTIFYING NUMBER	TITLE	GENERAL NATURE OF COMMENTS	SOURCE FOR COPIES OF COMMENTS
CORPS OF ENGINEERS			
F-COE-A39032-IA:	EVANSDALE LOCAL PROTECTION PROJECT, BLACK HAWK COUNTY, IOWA	EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE FINAL STATEMENT. HOWEVER, EPA INFORMED THE CORPS OF ENGINEERS THAT THE DISCHARGE OF WATER FROM A BORROW PIT TO THE CEDAR RIVER WILL PROBABLY REQUIRE A NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT PURSUANT TO SECTION 402 OF PUBLIC LAW 92-500.	H
F-COE-E35023-NC:	MAINTENANCE OF THE WATERWAY CONNECTING PAMLICO SOUND AND BEAUFORT HARBOR, NORTH CAROLINA	EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE FINAL EIS.	E
F-COE-F32014-MI:	MAINTENANCE AND DREDGING, MONROE HARBOR, MONROE COUNTY, MICHIGAN	EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE FINAL EIS. EPA RECOMMENDED THAT REMEDIAL MEASURES BE DEVELOPED AND IMPLEMENTED AS SOON AS POSSIBLE AT THE OLD DISPOSAL SITE TO PREVENT ADVERSE WATER QUALITY EFFECTS FROM LAKE WATER OVERTOPPING AND ESCAPING SOIL MATERIAL.	F
DEPARTMENT OF AGRICULTURE			
F-AFS-J61011-UT:	FOUR SEASONS DEVELOPMENT, UINTA NATIONAL FOREST, PROVO, UTAH COUNTY, UTAH	EPA'S REVIEW OF THE FINAL EIS INDICATED THE EIS WAS UNRESPONSIVE TO THE PREVIOUS COMMENTS MADE BY EPA ON THE POTENTIAL AIR QUALITY AND NOISE IMPACTS OF THE TRAFFIC TO BE ATTRACTED TO THIS DEVELOPMENT. IN ADDITION, EPA RECOMMENDED FURTHER EVALUATION BE PERFORMED OF THE SECONDARY IMPACTS OF TRANSPORTATION TO THE RESORT, ESPECIALLY AIR QUALITY AND NOISE IMPACTS.	I

IDENTIFYING NUMBER	TITLE	GENERAL NATURE OF COMMENTS	SOURCE FOR COPIES OF COMMENTS
F-SCS-F36036-IN:	ROCK CREEK WATERSHED, CASS AND CARROLL COUNTIES, INDIANA	EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE FINAL EIS.	F
DEPARTMENT OF DEFENSE			
FS-UAF-A82015-00:	DISPOSITION OF ORANGE HERBICIDE BY INCINERATION	EPA AGREED WITH THE USAF THAT REPROCESSING HERBICIDE ORANGE WAS THE LAST AVAILABLE DISPOSAL ALTERNATIVE; HOWEVER, EPA IDENTIFIED SEVERAL CONCERNS AND QUESTIONS WHICH HAD NOT BEEN FULLY ADDRESSED AND ANSWERED BY THIS AMENDMENT. THOSE POINTS INCLUDED PROTECTION, CONTROL & STORAGE OF THE CONTAMINATED RESIDUALS, AND QUALITY CONTROL OF THE REPROCESSED HERBICIDE.	A
DEPARTMENT OF INTERIOR			
F-BLM-A02100:00	PROPOSED 1976 OIL AND GAS LEASE SALE NO 44, OUTER CONTINENTAL SHELF, (OCS), GULF OF MEXICO, LOUISIANA AND TEXAS	EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE FINAL EIS.	A
F-BLM-A65015-00:	TEN YEAR TIMBER MANAGEMENT PROGRAM, WESTERN UNITED STATES	EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE FINAL EIS. EPA NOTED THAT THE PREPARATION OF THIS PROGRAMMATIC EIS WOULD NOT OBVIATE THE NEED FOR MORE SITE SPECIFIC EIS'S.	A
DEPARTMENT OF TRANSPORTATION			
F-DOT-A40960-WI:	STADIUM FREEWAY I-894 TO I-94, MILWAUKEE COUNTY, WISCONSIN	EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE FINAL EIS.	F
F-FHW-A42410-IL:	US 460, IL-15, FA-821, 24TH TO 13TH STREET, MT. VERNON, JEFFERSON COUNTY, ILLINOIS	EPA CONTINUES TO HAVE ENVIRONMENTAL RESERVATIONS ON THE PROPOSED PROJECT WITH REGARD TO EXCESSIVE NOISE LEVELS. EPA RECOMMENDED THAT SOUNDPROOFING MEASURES BE UTILIZED.	F
F-FHW-A42411-MI:	CHARLOTTE TO I-96 TO NORTHWEST OF LANSING, I-69, CLINTON AND EATON COUNTIES, MICHIGAN (FHW-EIS-MICH-73-03-F)	EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE FINAL EIS.	F

IDENTIFYING NUMBER	TITLE	GENERAL NATURE OF COMMENTS	SOURCE FOR COPIES OF COMMENTS
F-FHW-A42412-WI:	US 51, MERRILL TO CTH "K", LINCOLN AND ONEIDA COUNTIES, WISCONSIN	EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE FINAL EIS. HOWEVER, EPA FEELS A QUALITATIVE ANALYSIS SHOULD BE PROVIDED ON THE IMPACTS THE PROJECT WILL HAVE UPON THE WETLAND AREAS INVOLVED.	F
FS-FHW-C40013-VI:	SION FARM TO CHRISTIANSTEAD HIGHWAY, ST. CROIX, VIRGIN ISLANDS	EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE SUPPLEMENT TO THE FINAL EIS.	C
NF-FHW-F40050-IN:	IN-1, BRIDGE OVER THE PENN CENTRAL RAILROAD, DEARBORN COUNTY, INDIANA	EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE FINAL NEGATIVE DECLARATION	F
F-FHW-H40029-NB:	US 6 AND US 34, JUNCTION WITH NB-23, HOLDREGE, PHELPS COUNTY, NEBRASKA	EPA CONTINUES TO HAVE ENVIRONMENTAL RESERVATIONS WITH THE PROPOSED PROJECT BECAUSE PROJECTED NOISE LEVELS AT THREE MOTELS, TWELVE HOMES AND NINE BUSINESSES WILL EXCEED FHPM 7-7-3 NOISE STANDARDS. EPA REQUESTED THE FHWA TO CONTACT THE PEOPLE AFFECTED BY HIGHWAY NOISE, INFORM THEM OF THE ADVERSE NOISE IMPACTS AND DISCUSS POSSIBLE MITIGATIVE ACTIONS ON AN INDIVIDUAL BASIS. IN ADDITION, EPA STATED THE NEED FOR AN OVERALL ASSESSMENT OF IMPROVING THE ENTIRE PORTION OF U.S. 6 THROUGH HOLDREDGE INSTEAD OF THE SEGMENTED APPROACH CURRENTLY BEING USED.	H
F-FHW-K40019-CA:	MARCH LANE EXPRESSWAY, EL DORADO STREET TO WEST LANE, CALIFORNIA	EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE FINAL EIS.	J
FEDERAL POWER COMMISSION			
F-FPC-K05002-CA:	CALIFORNIA AQUEDUCT PROJECT NO. 2426, CALIFORNIA	EPA'S CONTINUES TO HAVE ENVIRONMENTAL CONCERNS ON THE PROPOSED PROJECT RELATIVE TO ALGAE CONTROL, SEVERE SILTATION, EROSION, AND TURBIDITY PROBLEMS, THE QUALITY OF THE RESERVOIR RELEASES, AND THE GENERATION OF POWER. EPA ALSO EXPRESSED CONCERN THAT THE PREPARATION OF THE EIS AS DIRECTED BY FPC OPINION NO. 688 HAS PRECLUDED THE COMPLETE ADDRESSING OF ENVIRONMENTAL IMPACTS ASSOCIATED WITH THE PROJECT.	J
GENERAL SERVICES ADMINSTRATION			
F-GSA-F81005-WI:	US COURTHOUSE, MADISON, DANE COUNTY, WISCONSIN	EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE FINAL EIS. ADDITIONALLY, EPA OFFERED ITS ASSISTANCE TO THE GSA IN ESTABLISHING A PROGRAM TO RECYCLE PAPER WASTES.	F

IDENTIFYING NUMBER	TITLE	GENERAL NATURE OF COMMENTS	SOURCE FOR COPIES OF COMMENTS
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT			
FS-HUD-A85033-NY:	GANADA NEW COMMUNITY, WAYNE COUNTY, NEW YORK	EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE FINAL EIS.	C
RF-HUD-A86078-00:	REVISED FLOOD PLAIN MANAGEMENT REGULATIONS OF THE NATIONAL FLOOD INSURANCE PROGRAM	EPA HAD NO OBJECTIONS TO THE ACTION, BUT SUGGESTED PROCEDURES TO DISCOURAGE THE UNWISE USE OF THE FLOOD PLAIN. THESE INCLUDED, PROHIBITION OF FLOOD WATER IMPEDING STRUCTURES IN THE FLOODWAY, PROTECTION OF WETLANDS AND WILDLIFE HABITATS WITHIN THE FLOOD PLAIN, ACCELERATION OF THE RATE MAPPING PROGRAM AND HIGHER PRIORITY TO RATE MAPPING IN COMMUNITIES UNDERGOING RAPID GROWTH.	A
F-HUD-B89007-MA:	FALL RIVER CENTRAL BUSINESS DISTRICT, URBAN RENEWAL PROJECT, BRISTOL COUNTY, MASSACHUSETTS (HUD-R01-EIS-75-06-F)	GENERALLY, EPA'S CONCERNS ON AIR AND WATER QUALITY & NOISE WERE ADEQUATELY ADDRESSED IN THE FINAL EIS. HOWEVER, THE FINAL EIS WAS DEFICIENT IN TWO RESPECTS: (1) IT DID NOT RESPOND TO CONCERNS RAISED BY EPA AND THE DEPARTMENT OF THE INTERIOR OVER THE FACT THAT THE EIS WAS PREPARED AFTER THE PROJECT WAS WELL UNDERWAY; AND, (2), THAT SINCE THE FINAL EIS CONSISTED ONLY OF COMMENTS, RESPONSES, NEW EXHIBITS, AND RECOMMENDATIONS, IT IS APPARENT THAT CHANGES WERE NOT INCORPORATED INTO THE BODY OF THE EIS ITSELF.	B
F-HUD-C85009-NY:	ROCHESTER SOUTH EAST LOOP URBAN RENEWAL PROJECT NO. 175, MONROE COUNTY, NEW YORK	EPA CONTINUES TO HAVE ENVIRONMENTAL RESERVATIONS ON THE PROPOSED PROJECT. THE PROJECT AS PROPOSED HAS THE POTENTIAL TO SIGNIFICANTLY INCREASE PARTICULATE LEVELS, POSSIBLY IN VIOLATION OF AMBIENT AIR QUALITY STANDARDS. IN ADDITION, EPA SUGGESTED FURTHER ANALYSIS IS NECESSARY TO ASSESS THE IMPACT UPON CARBON MONOXIDE CONCENTRATION.	C
F-HUD-E85012-GA:	BEDFORD-PINE URBAN RENEWAL AREA, ATLANTA, FULTON COUNTY, GEORGIA (HUD-R04-EIS-75-06-F)	GENERALLY, EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE FINAL EIS. HOWEVER, EPA REITERATED THE NEED FOR AN ANALYSIS FOR THE EIGHT-HOUR CARBON MONOXIDE STANDARD.	E
F-HUD-F85006-MN:	EDENVALE 11TH ADDITION, EDEN PRAIRIE, MINNESOTA	GENERALLY, EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE FINAL EIS.	F

IDENTIFYING NUMBER	TITLE	GENERAL NATURE OF COMMENTS	SOURCE FOR COPIES OF COMMENTS
F-HUD-J85007-CO:	HARRIMAN PARK AND LAKEHURST WEST III PLANNED DEVELOPMENTS, JEFFERSON COUNTY, COLORADO	GENERALLY, EPA'S CONCERNS WERE ADEQUATELY ADDRESSED IN THE FINAL EIS. HOWEVER, EPA REQUESTED THE CUMULATIVE REGIONAL IMPACTS ON AIR AND WATER QUALITY BE ADDRESSED IN MORE DETAIL.	I
NUCLEAR REGULATORY COMMISSION			
F-NRC-F06001-IN:	MARBLE HILL NUCLEAR GENERATING STATION, UNITS 1 AND 2, PUBLIC SERVICE COMPANY OF INDIANA, INC. ET AL., DOCKET NOS STN 50-546, STN 50-547, JEFFERSON COUNTY, INDIANA (NUREG-0097)	EPA CONTINUES TO HAVE ENVIRONMENTAL RESERVATIONS ON THE PROPOSED PROJECT. THE ISSUE OF A CONTINUOUSLY OPERATING TRAVELLING SCREEN AND A FISH RETURN SYSTEM HAS NOT BEEN RESOLVED. THESE CONCERNS WILL BE ADDRESSED DURING SUBSEQUENT REVIEW UNDER SECTION 316(b) OF THE FWPCA. HOWEVER, AT THIS TIME EPA RECOMMENDED THAT THE INTAKE BE DESIGNED TO ACCOMODATE FUTURE MEASURES WHICH MAY BE REQUIRED TO REDUCE MORTALITY RESULTING FROM IMPINGEMENT.	F

APPENDIX IV

FINAL ENVIRONMENTAL IMPACT STATEMENTS WHICH
WERE REVIEWED AND NOT COMMENTED ON BETWEEN

NOVEMBER 1, 1976 AND NOVEMBER 30, 1976

IDENTIFYING NUMBER	TITLE	SOURCE OF REVIEW
CORPS OF ENGINEERS		
F-COE-A50129-NC:	REPLACEMENT OF WILKERSON CREEK BRIDGE, HYDE COUNTY, NORTH CAROLINA	E
F-COE-D36004-VA:	FLOOD PROTECTION MEASURES, RICHMOND, VIRGINIA	D
F-COE-E35020-NC:	NAVIGATION IMPROVEMENTS MOREHEAD CITY HARBOR, CARTERET COUNTY, NORTH CAROLINA	E
F-COE-G39001-TX:	NECHES RIVER AND TRIBUTARIES, SALT WATER BARRIER, BEAUMONT, JEFFERSON COUNTY, TEXAS	G
F-COE-H07001-KS:	NEARMAN CREEK STEAM-ELECTRIC GENERATING STATION, WYANDOTTE COUNTY, KANSAS	H
FS-COE-L36033-00:	LOWER COLUMBIA RIVER BANK PROTECTION PROJECT, WAHIKIAKUM, COLWITZ, AND CLARK COUNTIES, WASHINGTON AND OREGON	K
DEPARTMENT OF AGRICULTURE		
F-AFS-J65004-MT:	MULTIPLE USE PLAN, WARD-EAGLE PLANNING UNIT, LOLO NATIONAL FOREST, MINERAL COUNTY, MONTANA	I
F-AFS-L61049-WA:	EAST DEER CREEK PLANNING UNIT, COLVILLE NATIONAL FOREST, WASHINGTON	K
F-AFS-L61051-WA:	UPPER LEWIS RIVER PLANNING UNIT, GIFFORD PINCHOT NATIONAL FOREST, VANCOUVER, SKAMANIA COUNTY, WASHINGTON	K
F-AFS-L61071-OR:	CASCADE HEAD SCENIC RESEARCH AREA, MANAGEMENT PLAN, LINCOLN AND TILLAMOOK COUNTIES, OREGON (USDA-FS-FES-ADM-76-06)	K
F-AFS-L61073-00:	LAND USE PLAN, LAMB-UPPER WEST BRANCH PLANNING UNIT, KANIKSU NATIONAL FOREST, PEND OREILLE COUNTY, WASHINGTON, AND BONNER COUNTY, IDAHO	K

IDENTIFYING NUMBER	TITLE	SOURCE OF REVIEW
DEPARTMENT OF COMMERCE		
F-EDA-G28004-AR:	CARROLL-BOONE REGIONAL WATER SUPPLY SYSTEM, CARROLL AND BOONE COUNTIES, ARKANSAS	G
DEPARTMENT OF DEFENSE		
FA-UAF-A10046-00:	B-1 AIRCRAFT DEVELOPMENT AND PROCUREMENT	A
FA-USN-A10042-CT:	DREDGE RIVER CHANNEL, NAVAL SUBMARINE BASE, NEW LONDON, GROTON, CONNECTICUT	B
DEPARTMENT OF INTERIOR		
F-BOR-L61050-ID:	PROPOSED BRUNEAU WILD AND SCENIC RIVER, IDAHO (FES-76-57)	K
F-SFW-E64001-NC:	WILDLIFE ENHANCEMENT PROJECT, MATTAMUSKEET NATIONAL WILDLIFE REFUGE, HYDE COUNTY, NORTH CAROLINA	E
DEPARTMENT OF TRANSPORTATION		
F-FAA-L51002-WA:	LOPEZ ISLAND AIRPORT IMPROVEMENTS, LOPEZ ISLAND, WASHINGTON	K
F-FAA-L51004-WA:	DEVELOPMENT OF RICHLAND AIRPORT, WASHINGTON	K
F-FHW-A41876-NB:	US 6, WEST DODGE ROAD, 114 TO 156TH STREET, OMAHA, DOUGLAS COUNTY, NEBRASKA	H
F-FHW-B40016-NH:	US 202 RELOCATION, RINDGE, CHESHIRE COUNTY, NEW HAMPSHIRE (FHWA-NH-EIS-76-01-F)	B
F-FHW-G40039-NM:	US 133, UNIVERSITY AVENUE, LAS CRUCES, DONA ANA COUNTY, NEW MEXICO	G
F-FHW-H40020-IA:	US 61, NORTH-SOUTH FACILITY, IA-561, DAVENPORT, SCOTT COUNTY, IOWA	H
F-FHW-H40035-KS:	KS-177 AND KS-18 AT MANHATTAN, RILEY COUNTY, KANSAS	H
F-FHW-H40048-KS:	GROVE STREET, LEWIS TO ELM, WICHITA, SEDGWICK COUNTY, KANSAS	H
F-FHW-L40019-00:	I-205 LEWIS AND CLARK HIGHWAY, CLARK COUNTY, WASHINGTON AND PORTLAND, MULTNOMAH COUNTY, OREGON	K

IDENTIFYING NUMBER	TITLE	SOURCE OF REVIEW

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

F-HUD-G85014-LA: ALSEN-ST. IRMA LEE SEWAGE FACILITIES, BATON ROUGE PARISH, LOUISIANA (CDBG) G

APPENDIX V

REGULATIONS, LEGISLATION AND OTHER FEDERAL AGENCY ACTIONS FOR WHICH COMMENTS WERE ISSUED BETWEEN NOVEMBER 1, 1976 AND NOVEMBER 30, 1976

IDENTIFYING NUMBER	TITLE	GENERAL NATURE OF COMMENTS	SOURCE FOR COPIES OF COMMENTS
R-BLM-A03066-AK:	43 CFR PART 2360, NATIONAL PETROLEUM RESERVES IN ALASKA, SURFACE MANAGEMENT AND PROTECTION	EPA NOTED THAT THE PROPOSED REGULATIONS DEPEND ON THE EFFECTIVE REVIEW OF INDIVIDUAL PLANS AND THE NATURE AND CAREFUL USE OF STIPULATIONS BEING DEVELOPED BY USDI. ACCORDINGLY, EPA URGES WIDE DISTRIBUTION PLANS, ACCOMPANIED BY THE STIPULATIONS TO BE IMPOSED, AMONG THE PUBLIC AND CONCERNED AGENCIES	A
R-IGS-A01038-00:	30 CFR PART 211, COAL MINING OPERATIONS REGULATIONS, ADOPTION OF REQUIREMENTS OF MONTANA'S RECLAMATION LAWS AND REQUIREMENTS	EPA GENERALLY CONCURRED WITH THE PROPOSED RULEMAKING. HOWEVER, EPA SUGGESTED THE USDI STRENGTHEN THE RULE BY ADDING REFERENCE TO EPA'S "COAL MINING POINT SOURCE CATEGORY EFFLUENT GUIDELINES AND STANDARDS". (FR DATED MAY 13, 1976)	
DEPARTMENT OF TRANSPORTATION			
A-DOT-A03065-AK:	NOTICES, TRANS-ALASKA PIPELINE, ANTICIPATED PETITION FOR WAIVERS	EPA ADVISED AGAINST THE GRANTING OF WAIVERS OF THE APPLICABLE DOT REGULATIONS FOR THE REMAINING WELDS IN QUESTION. HOWEVER, IF IT COULD BE SHOWN BY AN ENVIRONMENTAL ASSESSMENT, THAT DUE TO THE SENSITIVITY OF THE LOCATION OF A CERTAIN WELD, IT WOULD CLEARLY BE MORE ENVIRONMENTALLY BENEFICIAL TO LEAVE THE WELD INTACT, EPA WOULD ACKNOWLEDGE THE APPROPRIATENESS OF THE WAIVER.	A
A-UMT-A54036-00:	PARATRANSIT SERVICES, PROPOSED POLICY (UMTA DOCKET NO. 76-05)	EPA COMMENTED IN FAVOR OF UMTA'S PROPOSED POLICY STATEMENT WHICH WILL SERVE TO FOSTER THE INCREASED USE OF PARATRANSIT. IN ADDITION, EPA ASKED TO BE AFFORDED THE OPPORTUNITY TO COMMENT ON THE SPECIFIC IMPLEMENTING GUIDANCE DEVELOPED FOR THE POLICY.	A

IDENTIFYING NUMBER	TITLE	GENERAL NATURE OF COMMENTS	SOURCE FOR COPIES OF COMMENTS
FEDERAL ENERGY ADMINISTRATION			
A-FEA-A09049-00:	INTERNATIONAL ENERGY AGENCY'S LONG-TERM COOPERATION PROGRAM, REQUEST FOR EXPRESSION OF INTEREST AND PUBLIC COMMENTS	EPA EXPRESSED ITS CONTINUED INTEREST IN THE IEA PROGRAM AND OFFERED ASSISTANCE TO FEA AS THE PROGRAM IS PURSUED. EPA RECOMMENDED THE DEVELOPMENT OF IEA PROJECTS IN POLLUTION CONTROL TECHNIQUES FOR COAL CLEANING, COAL GASIFICATION AND COAL LIQUEFACTION TECHNOLOGIES.	A
DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT			
R-HUD-A89149-00:	24 CFR PART 600, COMPREHENSIVE PLANNING ASSISTANCE, REVIEW AND APPROVAL PROCESS DOCKET NO. R-76-310	BASED ON THE REVIEW, EPA RECOMMENDED THAT AIR QUALITY PLANNING BE INCLUDED AS A PART OF THE COMPREHENSIVE PLAN SIMILAR TO EPA'S "208" WATER QUALITY PLANNING PROGRAM. IN ADDITION, EPA SUGGESTED A CHANGE WHICH WOULD MAXIMIZE MUTUAL CONSISTENCY BETWEEN THE PLANS.	A

APPENDIX VI

SOURCE FOR COPIES OF EPA COMMENTS

A. Public Information Reference Unit (PM-213)
Environmental Protection Agency
Room 2922, Waterside Mall, SW
Washington, D.C. 20460

B. Director of Public Affairs, Region 1
Environmental Protection Agency
John F. Kennedy Federal Building
Boston, Massachusetts 02203

C. Director of Public Affairs, Region 2
Environmental Protection Agency
26 Federal Plaza
New York, New York 10007

D. Director of Public Affairs, Region 3
Environmental Protection Agency
Curtis Building, 6th and Walnut Streets
Philadelphia, Pennsylvania 19106

E. Director of Public Affairs, Region 4
Environmental Protection Agency
345 Courtland Street NE
Atlanta, Georgia 30308

F. Director of Public Affairs, Region 5
Environmental Protection Agency
230 South Dearborn Street
Chicago, Illinois 60604

G. Director of Public Affairs, Region 6
Environmental Protection Agency
1201 Elm Street
Dallas, Texas 75270

H. Director of Public Affairs, Region 7
Environmental Protection Agency
1735 Baltimore Street
Kansas City, Missouri 64108

I. Director of Public Affairs, Region 8
Environmental Protection Agency
1860 Lincoln Street
Denver, Colorado 80203

J. Director of Public Affairs, Region 9
Environmental Protection Agency
100 California Street
San Francisco, California 94111

K. Director of Public Affairs, Region 10
Environmental Protection Agency
1200 Sixth Avenue
Seattle, Washington 98101

EXECUTIVE OFFICE OF THE PRESIDENT
COUNCIL ON ENVIRONMENTAL QUALITY
722 JACKSON PLACE, N. W.
WASHINGTON, D. C. 20006

102 Monitor

The 102 Monitor is the monthly publication of the Council on Environmental Quality. In addition to its listing of environmental impact statements which have been filed with the Council under the provisions of the National Environmental Policy Act (NEPA), the Monitor contains a list of EPA's comments, filed under the provisions of section 309 of the Clean Air Act, as amended; items of current concern in NEPA case law; and information on the environmental studies of the Council.

The 102 Monitor is printed and distributed by the Government Printing Office. The subscription rate for the Monitor is $21.50 annually, with an additional $5.40 charge for foreign mailing; individual copies of the Monitor are $1.80 from GPO.

Superintendent of Documents
Government Printing Office
Washington, D.C. 20402

(Difficulties in obtaining copies of the 102 Monitor should be referred to GPO's Service Section, P.O. Box 1533, Washington, D.C. 20013)

Order Blank

To Superintendent of Documents, Government Printing Office, Washington, D.C. 20402

Date ....., 19.....

Name .....

Street address .....

City .....

State ..... Zip Code .....

FOR USE OF SUPT. OF DOCS.	
.....	Enclosed .....
.....	To be mailed later .....
.....	Subscription .....
	Refund .....
	Coupon Refund .....
	Postage .....

CATALOG NO.	QUANTITY DESIRED	TITLE OF PUBLICATION	PRICE PER COPY	TOTAL
				$

FOR ADDITIONAL SPACE ATTACH ANOTHER SHEET. TOTAL AMOUNT ENCLOSED.. $.....

IMPORTANT

Please include your ZIP CODE when filling out the mailing label below.

.....

U.S. GOVERNMENT PRINTING OFFICE
PUBLIC DOCUMENTS DEPARTMENT
WASHINGTON, D.C. 20402

OFFICIAL BUSINESS

RETURN AFTER 5 DAYS

POSTAGE AND FEES PAID
U.S. GOVERNMENT PRINTING OFFICE

Name .....

Street address .....

City and State ..... ZIP Code .....

U.S. GOVERNMENT PRINTING OFFICE: 1977-